

FREEFLIGHT



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Freeflight

Issue 6/75 September/October 1975

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Cover Photo by Dave Palangio – S.A.C. President Walter Piercy and Ka6CR at Rideau
Gliding Club, Kingston, Ontario.

Directors and Officers

President	Mr. Walter J. Piercy, 184 Churchill Crescent, Kingston, Ontario, K7L 4N2	(613) 546-9937 H (613) 544-6000 B
Past President	Mr. Terence R. Beasley, 173 Leslie Street, Dollard des Ormeaux, P.Q., H9A 1X2	(514) 684-7145 H (514) 744-1511 B Loc. 754
Vice President	Mr. Peter Trounce, 18 Belvale Avenue, Toronto, Ontario, M8X 2A7	(416) 239-0239 H
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Director, Ontario Zone	Mr. Hal Werneburg, Bartlett Road, R.R. #1, Beamsville, Ontario, L0R 1B0	(416) 563-7488 H
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Director, Pacific Zone	Mr. David Parsey, #8 - 636 Clyde Avenue, West Vancouver, B.C.	(604) 921-7137 H (604) 926-4224 B
Director-at-Large	Mr. Walter J. Piercy	
Director-at-Large	Mr. Peter Trounce	
Secretary-Treasurer	Mrs. Terry Tucker, 786 Chapman Blvd., Ottawa, Ontario, K1G 1T9	(613) 733-2165 H (613) 733-2165 B
F.A.I. Awards	Mr. Peter Coleridge, 80 Waverley Street, Ottawa, Ontario, K2P 0V2	(613) 237-2068 H (613) 992-2113 B
Freeflight Editor	Mr. Robert F. Nancarrow, 43 Sealcove Drive, Etobicoke, Ontario, M9C 2C7	(416) 621-2276 H (416) 252-4656 B

Editorial

This issue of FREE FLIGHT looks different; another in a series of changes you may have noticed. For the past year or so we have been trying to transform our "newsletter" into a magazine for Canadian soaring pilots.

The latest change is having the copy typeset and the layout prepared by graphic design people. Before that there was the photo cover and improved binding; even the quality of paper is better. All of these

changes have been approved by your directors to fulfill a policy of upgrading FREE FLIGHT and there are still a number of improvements that may be made in future issues. It would be a fantastic improvement if we could get the Post Office to deliver your copy more promptly — the July/August issue was sent to the Sports Federation in Ottawa on July 25th for mailing; and at the time of this writing we are into September and some members still have not received their copy.

No matter what physical changes are made, the success of FREE FLIGHT will always depend on the input by the SAC members. If you have something to say, let's hear from you. If there is something you would like to see in FREE FLIGHT, write and tell us. Send us your suggestions, questions, complaints, articles, club news, photographs, advertisements, cartoons or any other contributions about soaring that you may wish to make.

Tentative deadlines for future issues

Issue 7/75 — Nov./Dec. — October 17, 1975

Issue 1/76 — Jan./Feb. — December 12, 1975

Issue 2/76 — Mar./April — February 12, 1976

Material for future issues of FREEFLIGHT should be mailed to:

Bob Nancarrow
43 Sealcove Drive
Etobicoke, Ontario
M9C 2C7

MOVING ? Send your change of address to:
Mrs. Terry Tucker
786 Chapman Blvd.,
Ottawa, Ontario
K1G 1T9

List of Member Clubs

Quebec & Maritime Zone

Air Cadet League (Que.), 5726 Sherbrooke St. W., Box 340, Montreal, P.Q. H4A 3P6
Appalachein 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, 302D - 150 Greber Blvd., Gatineau Point, P.Q.
Champlain Soaring Association, 111 Mgr. Tache, Boucherville, P.Q. J4B 2K2
Montreal Soaring Council, Box 1082, Montreal, P.Q. H4L 4W6
*Massiquoi Soaring Association, Box 289, Mansonville, P.W. L0E 1X0
New Brunswick Soaring Association, c/o Dr. A. Dobson, 521 Blythwood Ave., Riverview, N.B.
Quebec Soaring Club, Box 9276, Quebec, P.Q. G1V 4B1

Ontario Zone

Air Cadet League (Ont.), Mr. H. Bruhlman, 1107 Avenue Rd., Toronto, Ont. M5N 2E4
Air Sailing Club, Box 2, Etobicoke, Ont. M9C 4V2
*Base Borden Soaring Group, c/o 71 Sangro Loop, CFB Borden, Ont. L0M 1C0
*Bonnechere Soaring Inc., Box 1081, Deep River, Ont. K0J 1P0
Caledon Gliding Club, R.R. #1, Erin, Ont.
Central Ontario Soaring Association, Box 762, Peterborough, Ont.
Chatham Air Cadet Gliding Club, 561 Lacroix St., Chatham, Ont. N7M 2X1
Erin Soaring Society, Box 523, Erin, Ont. N0B 1T0
Gatineau Gliding Club, Box 883, Station B, Ottawa, Ont. K1P 5P6
Huronia Soaring Association, c/o M. Badoir, 435 Hugel Ave., Midland, Ont. L4R 1V4
Lakehead Gliding Club, Box 161, Station F, Thunder Bay, Ont.
London Soaring Society, Box 773, Station B, London, Ont. N6A 4Y8
Provincial Motorgliding & Soaring Association, R.R. #2, Blackstock, Ont. L0B 1B0
Rideau Gliding Club, c/o H. Janzen, 172 College St., Kingston, Ont. K7L 4L8
SOSA Gliding Club, Box 654, Station Q, Toronto, Ont. M4Y 2N7
Toronto Soaring Club, Box 856, Station F, Toronto, Ont. M4Y 2N7
Windsor Gliding Club, c/o H. Preiss, 2050 St. Anne, Windsor, Ont. N8N 1V7
York Soaring Association, Box 660, Station Q, Toronto, Ont. M4T 2N5

Prairie Zone

Air Cadet League (Man.), Capt. G. Evans, 364 Duffield St., Winnipeg, Man. R3J 2K2
Air Cadet League (Sask.), Mr. J.J. McDonell, Box 5099, Regina, Sask. S4P 3M3
Red River Soaring Association, Box 1074, Winnipeg, Man. R3C 2Y4
Winnipeg Gliding Club, Box 1255, Winnipeg, Man. R3C 2Y4

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Cold Lake Soaring Club, Box 1714, Medley, Alta. T0A 2M0
Cu Nim Gliding Club, Calgary, Alta. T2P 2M6
*Edmonton Soaring Club, Box 472, Edmonton, Alta. T5J 2K1
Regina Gliding & Soaring Club, c/o 2117 Grant Rd., Regina, Sask. S4S 5C9

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Alberni Valley Soaring Association, Box 201, Port Alberni, B.C. V9Y 7M7
*Comox Gliding Club, Box 238, Lazo, B.C. V0R 2K0
*Okanagan Soaring Club, Box 1135, Kelowna, B.C. V1Y 7P8
Vancouver Soaring Association, Box 3651, Vancouver, B.C. V6B 1Z1
Van Isle Soaring Association, c/o R.J. Hansen, R.R. #2, Courtenay, B.C.
Wide Sky Flying Club, Box 6931, Fort St. John, B.C. V1J 4J1

* Additions
* Changes

September, 1975

First Solo

Dick Hiscocks
Reprinted from the
Gatineau Glider

It all started with an oratorical contest at public school. I was going to talk about Mozart, but the book containing the biographies of the world's great musicians had been borrowed by the brightest girl in the class so "The Flight of the Aeroplane" was my second choice.

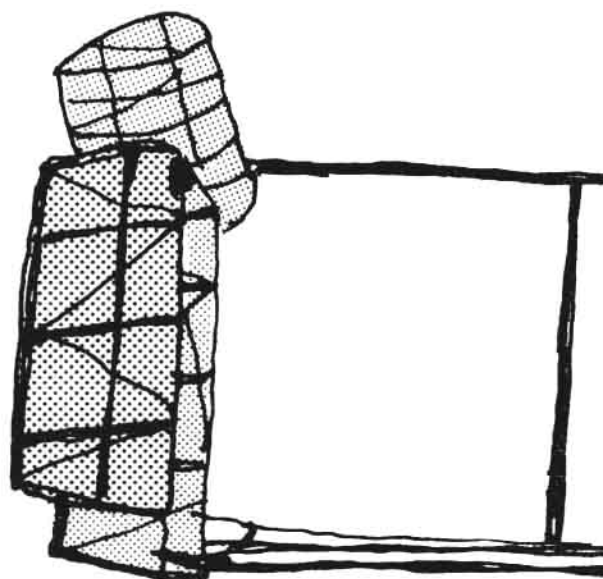
Following the contest, which Mozart won by a wide margin, a family friend suggested that if I was really interested in aeroplanes I should join the model aeroplane club at the local "Y". This proved to be fun, and generous contributions by several

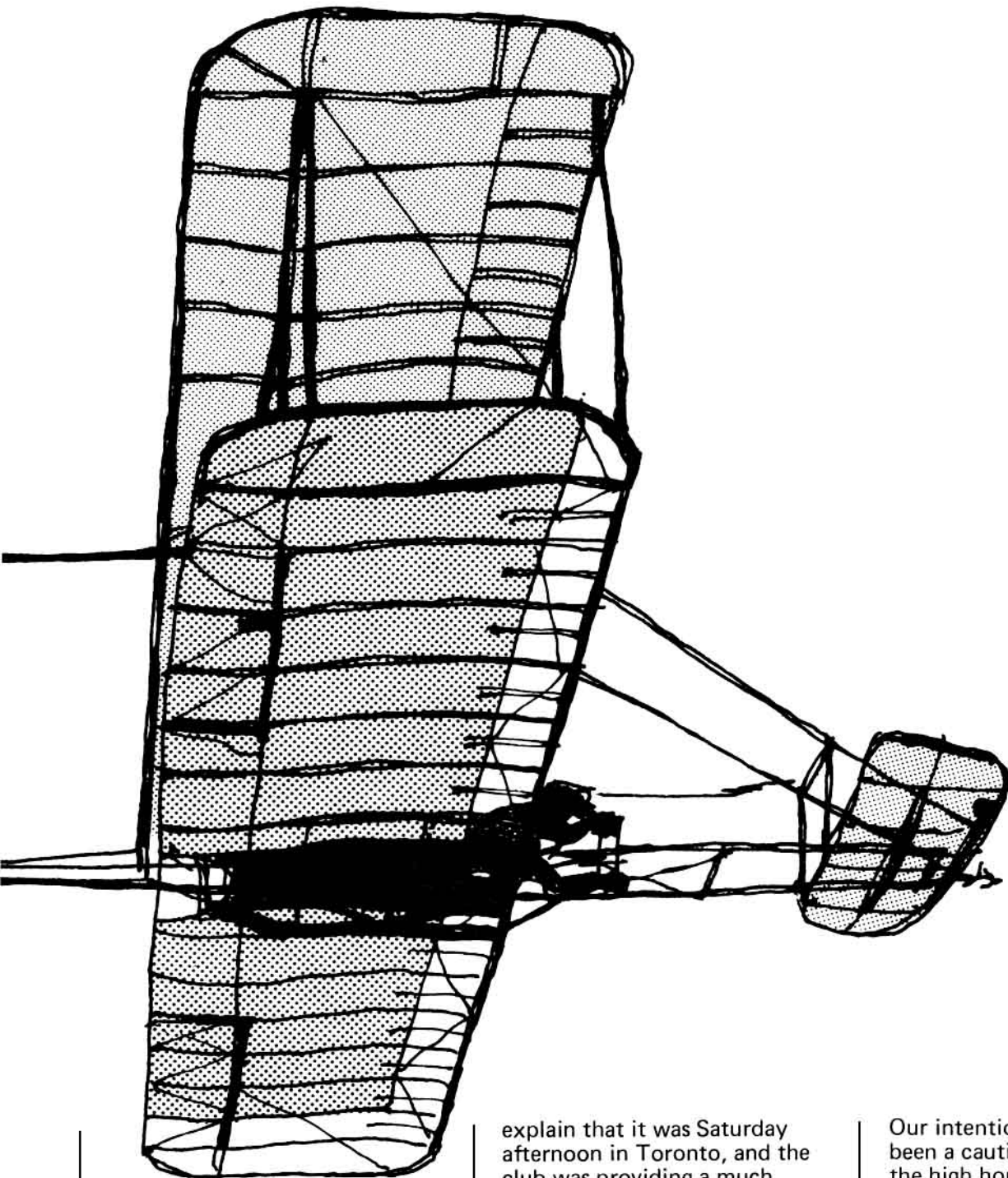
firms made it possible to compete in a national contest - my first visit to Ottawa (and the Bytown Inn) - and later in an international contest at Dayton, Ohio, where we were privileged to meet the surviving Wright brother.

At this point a few of us aspired to greater things, and I wrote a firm in Detroit enquiring about a glider I had seen advertised in Popular Mechanics. To my great surprise a salesman arrived on my doorstep a few days later. He concealed his disappointment at being received by a young adolescent, and suggested that

the best source for technical information was the (then) NACA. Washington responded to my next letter nobly and forwarded three Tech Memos, which I still treasure, describing the construction of a number of the early German gliders - from the hang glider (now on a new cycle) up to the most advanced glider of that era, the Vampyr.

While I was accumulating data others were hard at work, and in due course a group of club members - led by an indefatigable inventor and entrepreneur by the name of Purvis - produced a high wing open





fuselage glider. I am still not clear why I was invited to be the test pilot. Some said I was the lightest member of the club. At the time I thought they referred to avoirdupois - now I know it was brains.

My first misgivings arose when, seated in the glider, I viewed the launching arrangements. The elastic bungee cord was stretched out in a Vee, with the apex at the glider, and as I perceived it, each leg of this Vee was stretched to infinity. I should

explain that it was Saturday afternoon in Toronto, and the club was providing a much needed diversion. It appeared that half the local population had turned out to watch - and to help - "those crazy kids". And being good sports the largest specimens were all straining on the bungee. No doubt many thought it was a tug of war.

When the thrust exceeded the braking effort of the anchor team by a handsome margin we - the glider and I - were fired into the air like an arrow. It was probably the best STOL take-off achieved by any aircraft to date.

Our intention, of course, had been a cautious ground slide. But the high horizontal acceleration, combined with a minor design defect - I belatedly discovered that the pilot's seat was lacking a back - caused the pilot to roll over backwards into the rear fuselage, more or less taking the stick - and the centre of gravity - with him. In these circumstances, both stability and control deteriorated rapidly.

The remainder of this episode is still too painful to recall in any detail. The pilot survived, but the glider, and many ties of friendship in the club, did not.



Soaring

Written and photographed
by HARALD DRAUTH



Circling in a thermal at 6,000 feet, a falcon has joined me — motionless, banked to the left on my wingtip. My variometer shows 600 feet per minute up and the airspeed indicator needle hangs lazily at the forty-five mile per hour mark. There is no engine noise, only the whisper of air as I rise toward the clouds over these beautiful Vermont mountains and valleys. With the wings level, I leave this powerful column of rising air and push the control stick gently forward. The airspeed increases in a dive and reaches 125. I pull back into a loop. My body feels heavy and I arch my head back in anticipation of a horizon where the world, for a fleeting moment, is upside-down. For an instant I relax the control stick. The sailplane is in a dive now to complete the circle of the loop and I begin my pullout. Moments later the airspeed is at forty-five miles per hour again and the farm buildings and fields below seem to stand still.

Many different roads lead to the Warren-Sugarbush-Airport. One, however, ascending from the little village of Roxbury on route 12A affords the most spec-

tacular view. Steep and winding on both sides of the mountain there is one spot on the descending side where everyone will stop. In a breathtaking view the entire valley seems to explode and on a clear day the awesome Sugarbush mountains point the way north beyond Camel's Hump. Right in the middle of the valley is Sugarbush Airport, seemingly asleep under the blanket of an early morning mist. But an hour or so later, visitor will be treated to an extraordinary sight. A number of sailplanes will be soaring majestically overhead, as silent as big birds. Only once in a while the engine of a towplane comes to life to tow another sailplane on its 200 foot rope. In a short time a height of 2,500 feet is reached, the sailplane pilot releases and banks away to the right. Because of its geographic location, this unique Vermont glider operation enjoys three different glider types of lift — thermal, ridge and mountain wave.

A good many people are puzzled to see airplanes without engines. But a sailplane is just that. It is fully controllable and with many types even basic aerobatics can safely be performed.

A sailplane does not depend on wind to fly and if lift is found it

can climb to enormous heights. Without lift or in between periods of lift it will simply glide. Because of their aerodynamic design many sailplanes will glide 35 feet forward for every foot of altitude lost. On hot summer days, thermals, which are columns of warm rising air, form and the sailplane pilot maneuvers into them. He then circles in the thermal's center, much in the same way a lone hawk might do in the sheer joy of flight.

Depending on the season and the angle of the sun's rays, the Roxbury ridge might be heated sooner than the bottom of the valley itself and it is there where the first extended flights of the day can be made. Later on typical Vermont day when the sun bathes rolling hills, mountains and valleys as far as one can see, lift will be found almost everywhere. The sun's energy powers motorless thermal flight. Ridge lift is generated by the power of the wind.

On days when the wind blows against the Roxbury ridge, it is deflected up in a powerful stream. A sailplane pilot can then fly his ship up and down the entire length of the mountain ridge and stay aloft for hours powered by the mass of rising air deflected by the mountains.

On certain other days a spectacular phenomenon occurs. The Sugarbush mountains will be capped with a cigar shaped lenticular cloud. It is a wave cloud which will hover motionless in the same spot for hours. (This happens when strong westerly winds from Lake Champlain blow against the Sugarbush ridge.) Great airmasses are carried aloft but the air spilling just over the mountain top is turbulent and deflected into the valley. A wave is formed

Soaring is also a great spectator sport as family and friends observe from the ground.



and successive waves can be observed further down the valley. A wave is formed and successive waves can be observed further down the valley. Waves go up, form a crest and go down. The sailplane pilot uses the upside of the mountain wave or the upsides of waves further downwind. To enjoy flying in a mountain wave requires some experience. One must be towed to great heights and the air below the mountain tops is usually very turbulent. But as soon as the lift of the wave is reached, the air is absolutely smooth. The towplane sinks away and the sailplane rises and rises.

I am even with the mountain top but I can not see over it yet. The nose of my sailplane is pointed northwest towards the ski-lift. Under me towards my left the quaint village of Warren becomes smaller and smaller, and I can see Lake Champlain and the entire valley beyond the mountains now. It is so quiet I hardly touch the controls. I sing as I climb towards 10,000 feet, in the distance the golden dome of the statehouse in Montpelier glints in the sun. Route 100 cuts the landscape north to south, the mountains and valleys below glow in the late afternoon sun. I see all of Lake Champlain, I see into Canada and over my right shoulder I get a glimpse of the snow-capped tops of the White Mountains in New Hampshire. My single seat sailplane and I have melted into a single unit. Its wings seem to be my own; how high will I climb ~

There are certain specific requirements to learn to fly a sailplane. The minimum age is 14 but there is no limitation in

years as long as one is eager and fit. To fly without an instructor a pilot must have taken an average of 15 lessons. In order to carry passengers, however, a federal license has to be obtained. Learning to fly on tow at the end of the towrope, following the movements of the towplane, comes with practice.

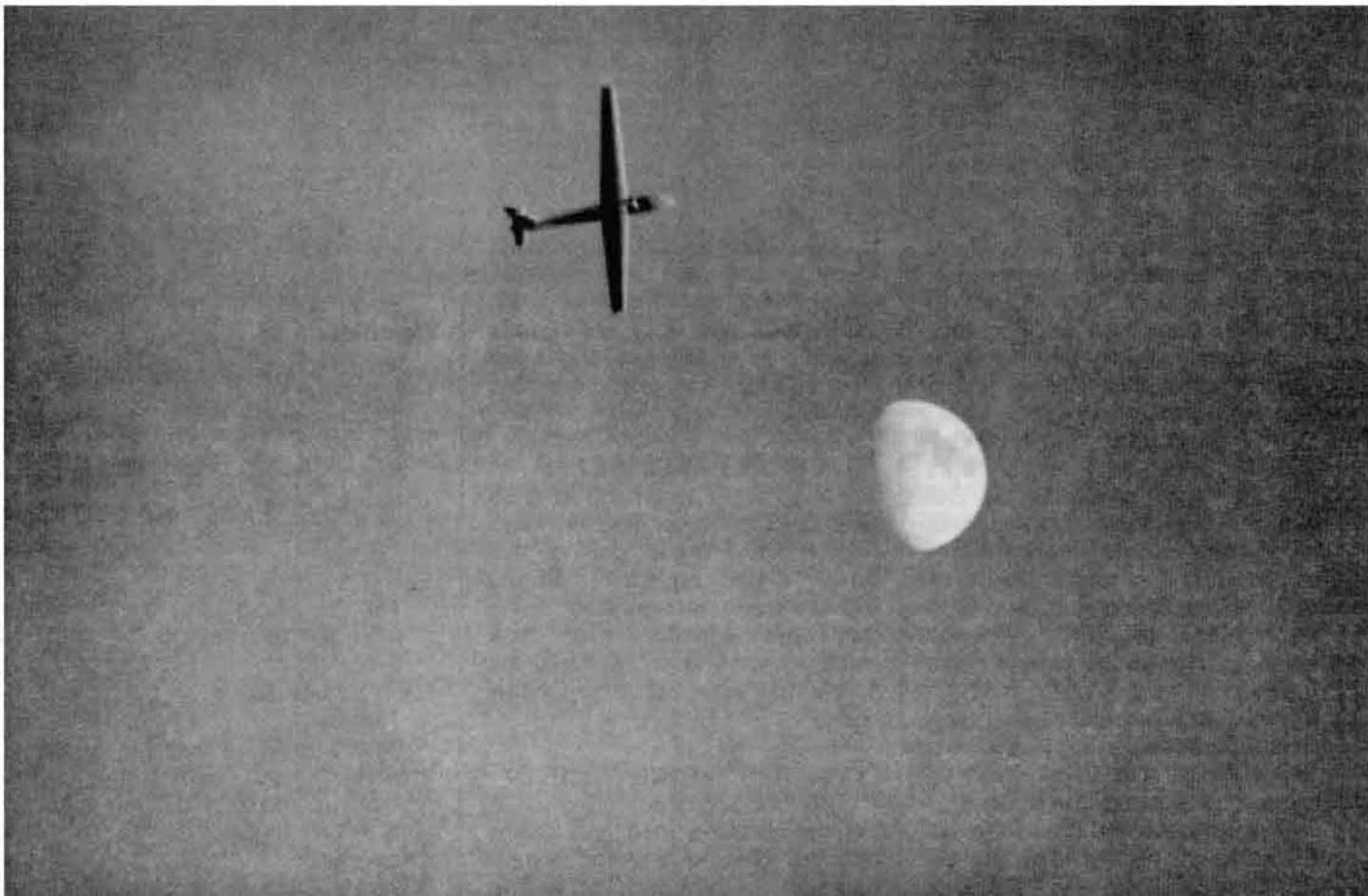
Sailplane flights of over five hours duration are not uncommon in this area and the altitude record now stands at better than 29,000 feet over Sugarbush.

Think now that you are my passenger and you are ready to take a sailplane ride. We walk toward the end of the field where a two-seat trainer is readied for us. After you are seated in the front I will help with the shoulder harness and seatbelts. Explaining the instruments and the controls, I'll point out the release knob and warn you not to pull it before I tell you to. The lineboy asks your name and enters it in his record sheet. He takes the end of the towrope and commands "open". I pull the red knob and open and close the release mechanism. Now the lineboy says "check" and I release the towrope as a test and have it hooked up again.

The towplane taxis up and swings into position before us. A cool blast of air engulfs us as the towplane slowly stretches the rope and then stops. I give a thumb up signal to the lineboy and he picks up our wing and holds it level.

A sailplane has only one main wheel. I push the rudder pedals back and forth, the signal for the towpilot that everything is ready. The towplane leaps forward and we are rolling. The lineboy runs with us holding on to the wingtip because a certain speed is needed for the controls to become effective. Very quickly we are airborne and I hold the altitude to two to three feet above the runway while the towplane still has not reached take-off speed.

Now the towplane leaves the ground and begins its steep climb. I keep it in front of me by gently moving the controls and anticipating the pilot's movements. The towspeed quickly becomes 70 miles per hour. The large hand of the altimeter winds around at a steady pace: one thousand, two thousand and I will tell you that we are coming up on release. At the release moment there will be a sharp noise since the towrope releases under tension. We will immed-



ately go into a right turn. The towplane with the rope attached to it fly back to the field, will bank left so there is no chance of getting entangled in the rope. Then it happens, the rope shoots forward with a loud click and we are banked into a right turn. The airspeed needle falls back and we seem to stand still. It is so quiet we can hear the children's voices from the swimming hole directly below and the echoed sound of the train whistle from Northfield over in the next valley.

I try right and left turns and then cross the valley. The variometer needle shows 200 feet per minute down and according to

the altimeter I have lost about 700 feet in altitude. I have not found lift and right now we are just gliding down. Lincoln Gap is behind us and we are looking north, the Sugarbush mountains to the left, the seemingly endless valley ahead and the Roxbury ridge to the right. "Look at the variometer" I say excitedly. The needle shows zero sink. We are not losing altitude now, and there it is suddenly. The needle shows 100, 200 and then 400 feet per minute up — and is back to zero sink again. We have flown through a good thermal. A sharp 180 degree turn and there it is again. Some adjustments in turn

radius and we have the thermal centered and I am able to show you an unforgettable climb.

At the end of our flight we cross the field at 800 feet and I prepare to begin my landing pattern. We touch down on the grass and after a very short landing roll I help you to get out. I see how you look towards the clouds where other sailplanes are still circling. I know you must feel somehow changed; you have experienced new forces of nature, you have seen Vermont like never before. Two playful butterflies fly by. Can you admit how you envy them now?

Club News

YORK SOARING ASSOCIATION

The 1-26 Contest held July 21 - 25 proved to be a disaster for the ten entrants due to poor weather. Monday there was no soaring due to poor conditions extending from a wet weekend. Tuesday the sun shone but there was no lift. Wednesday - rain. Thursday and Friday were both sunny with blue sky everywhere but no thermals. In desperation very short tasks were set but to no avail, even high performance ships had trouble getting back from Arthur and Fergus just a few miles away.

On a happier note, Peter Masak claimed two of the three trophies awarded at the Annual Antique Sailplane Regatta held at Elmira, New York. Peter managed the greatest height of 5600 AGL and a duration of 4 hours 7 minutes which was about twice as long as the second place finisher. Peter was flying his MU-MU-13D. Flying out of the York field Peter Masak did a 250 km flight also in the MU-13 missing his second diamond by 50 km.

Work has started on additional runways at York; runways 31 (3500 x 300) and 27 (1900 x

300) are being added to the existing 28 and 34 both 2400 x 225. It is going to be difficult to get crosswind experience here soon.

WINNIPEG GLIDING CLUB

A new tow plane has gone into operation with the registration C-C-GTOW! Flying week was held the first week of July with a total of 228 flights in nine days. Many of the days were weak or not soarable but flights of 1:46, 1:31, 1:43 and 3:17 were made as well as a 68 km flight by Bob Barry to complete his Silver C.

ERIN SOARING SOCIETY

Flying week was held June 28 to July 6 and over two hundred flights were made during this time. Cross country training flights were inaugurated using the club Blaniks. Five new members have been added to the club's instructor roster so far this year.

LONDON SOARING SOCIETY

The London club has divided the membership into two teams and has devised a point system to create a competition within

the club that will include everyone and run all season. No mention has been made of how the teams were chosen or what the prize is to be for the winning team; here is the point system being used.

First solo flight	10 points
C Badge	10
Any badge leg	10
MoT Glider Pilot's Licence	10
Completion of Silver C	10 Bonus
Completion of Gold C	20 Bonus
Completion of 3 Diamonds	30 Bonus
Instructor's Endorsement	20 Bonus
Winning "Little Bowl"	25 Bonus
Each hour flown in a single flight	1
Each 50 km up to 150 km (must go at least 25 km from field)	1
Each 50 km over 150 km	2

Points may be lost for flying infractions and points may be earned in more than one category in one flight.

Example:

Silver C distance leg completed

Letters to the Editor

A recently observed incident raises doubts regarding the standards being required from pilots before they attempt cross-

country flying.

At approximately 7:00 PM on a Friday evening a glider was spotted, circling at about 1500'

Wide flat turns were being made with height being lost gradually. The day appeared to have been a "boomer" with well formed cu

(55 km in 2:30 hours)

-completion of leg	10 points
-distance flown, 1 x 50 km	1
-time flown, 2 x 1 hour	2

TOTAL	13 points
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If Silver C Badge was completed, add 10 bonus points. Ed Asche and Chris Eaves completed their Silver C's. Paul Chevalier and Ian Spence did their five hours, Paul also got his height and did 60 km to Strathroy but got fouled up with the 1% rule. Dave Little and Tom Grayson completed their Silver C's by taking the Skylarks III and II 90 km to York Soaring. Tom flew the Diamant around the Orangeville Airport — Lobo — Embro triangle on June 29th for his Gold distance and Diamond goal. On June 28th Joe Thompson attempted the Clifford — Hagersville — Embro triangle, landing at Brantford airport. Monday, June 30th called for another attempt in the Skylark III, this time with Clifford and Watford as turn points. A landing at 6:40 after 6 hours and 53 minutes, successfully completed our fourth locally earned Diamond.

OMEMEE GLIDING & COUNTRY CLUB

The club is located on about 80 acres less than a mile north of the village of Omemee, Ontario (between Peterborough and Lindsay on Hwy. 7). There are two 2000' smooth grass runways roughly E — W oriented and intersecting at an angle of about 30°. Three T hangers were built in a triangular star shape with the tails pointing toward the centre and they are easily recognizable from the air by their shape and red and white roofs. A temporary clubhouse was also erected with telephone, toilet, shower, sink, stove and fridge, hydro water and septic facilities.

The question of flying equipment was solved by transferring the operations of the Provincial Motorgliding and Soaring Association to the Omemee site. O.G.C.C. providing the field and hangers to P.M.S.A. on a pay as you fly basis. A new L-19 towplane, a Ka-2B Rhoenschwalbe (it looks like a two seater Ka-6) and an RF-5B motorglider comprise the club fleet with a Blanik added as soon as it can be delivered. A private Pilatus is also flown by selected

The organization at Omemee is two fold. The Omemee Gliding and Country Club is an incorporated shareholding organization with a maximum number of shares limited to 34 in order to avoid congestion of the planned country club facilities (clubhouse, swimming pool and tennis court at this time). The Provincial Motorgliding and Soaring Association, is a non-profit club and is tenant on the premises of O.G.C.C. Some of the members are also members of the Omemee club, enjoying both gliding and country club privileges. We are looking towards the future with confidence and hope that our joint premises will be a favourite drop-in place for visiting glider pilots.

members due to the generosity of its owner, Hermann Ksander. Visitor pilots are welcome and if S.A.C. insured, upon presentation of logbook, licence and valid medical and a check flight, they are authorized to fly club aircraft at regular rates. There is ample parking and tie-down space for visitor's gliders and you are encouraged to put up your tent and join our Saturday evening social gatherings.

late in the day. A landing was finally attempted in a small hilly field, the machine suffering damage to the fuselage and undetermined problems with the wings/flaps. The pilot fortunately was unhurt.

The area contained many fields in which a safe landing could be made. The pilot stated that he had been in the area two hours "trying to get away". Being about 90 km from home at that time of the day should surely indicate that an out landing was inevitable and some of that two hours could have been used to choose a field. The

machine was a very new high performance 15 metre ship and the day was strong. Poor thermalling technique, exhibited by the flat turns undoubtedly contributed to the inevitability of an outlanding. This characteristic must also have been exhibited in local flying.

Mentally there was obviously no preparation for landing out. The use of a good machine on a strong day makes this something that one does not consider, right? Off field landings are a potential hazard, minimized by experience, good technique and the use of common sense. This

incident gave us food for thought regarding the criteria we look for in pilots before approving cross country flight. Eg. we have always required completion of the 5 hour Silver C leg before the 50 km is attempted. There is obviously a real need to observe for consistent use of good technique and a thorough briefing before these flights are permitted.

We cannot afford to be casual in this regard. Cross-country flying should not be a "right" but a privilege to be earned.

Ed Hollestelle
Joe Thompson

Ground Loops

An Avoidable Hazard

By John Firth



John Firth is a member of Buckingham Gliding Club and has 14 years of gliding experience with a total of 1900 hours in 35 different types. John is a past National Team member and at present is Chairman of the S.A.C. Sporting Committee.

After a timely warning from Jim Henry of the Technical Committee about ground loop damage (T Tail Hazards; FREE FLIGHT May/June 75), and beef from the Past President about Canadians writing for Soaring, I am sitting down to write something. The Ground

Loop Experience: you can have it two ways; on take off or on landing, both can result in major damage as Jim pointed out and both are avoidable with proper planning and skill.

On take-off, dropping a wing is normally only inelegant, resulting in a scrape and a somewhat unco-ordinated lurch into the air. However, with 20 metres of wing, that dropped tip could cause an uncontrollable ground loop and possibly a ground collision as well. Here is a report of a situation by Derek Piggott from *Sailplane & Gliding*, June 1973: "A Nimbus 2 was starting on a car launch when it swung off and groundlooped into a K-8 which was about 150 yards ahead of the launch point and a short distance to the side of the runway edge. The Nimbus pilot, realising that the take-off would involve an element of risk, had in fact asked for the K-8 to be moved, and when this had been done for a short distance the situation was accepted rather than cause further delay by still refusing to be launched. The Nimbus was undamaged, but the K-8 had one wing amputated at about half-span as well as other serious damage.

"Later that day an identical situation arose at the aerotow point, when a Kestrel pilot was preparing to be launched with an obstruction about 100 yards ahead and not far to one side. In both cases the wind strength was about 5 to 10 kts and almost at right angles to the take-off direction. The accident caused considerable consternation, and many pilots obviously did not understand the factors involved which influence gliders during take-off and landing. They do not all behave as well as most training gliders and it is vital to understand the differences.

"The most important point is that, regardless of who may be at the launch point, and however inexperienced the pilot may be, it is HE who bears the responsibility for accepting or rejecting the launch in the light of the situation as he sees it from the cockpit. If he has the slightest doubt his ability to launch safely, then he must refuse the launch. He must not be influenc-

ed against his judgement to go ahead in a doubtful situation and must never be criticised for playing safe by refusing the launch.

"Furthermore, if anyone at the launch point sees any reason to think that the pilot has not seen or understood a potential danger, then it is his or her DUTY to stop the launch. This particular accident, although the ultimate responsibility of the Nimbus pilot, would never have happened if only one of the dozen or more competent pilots at the launch point had cared enough to shout STOP! To say that it was not their business to stop the launch is not good enough. Safety is everybody's business."

A review of correct take-off procedures may be in order. Those of you who have been driving Schweitzer, Schleicher or Schlingsby's forgiving creations for years may think this is rather trivial, but I assure you that when you get into one of those big sleek jobs, things are different. Assume you are flying a retractable gear high performance type, which is just about to take you by surprise.

First position your glider correctly, lined up behind or slightly to the right of the towplane (the slipstream seems to come back slightly to the right) and pointing slightly to the downwind side of the runway, if there is a troublesome crosswind (you will weathercock into wind). See that other obstructions are well clear of any possible ground loop. Is your wing tip runner competent and reasonably athletic? Make sure he holds the wings level. If you have flaps, put them up and hold downwind rudder. When you start to roll concentrate on directional control and holding the wings dead level. This may require quick and decisive control movements. Do not attempt to raise the tail until both yaw and roll are under control. The grounded tail is your insurance against a ground loop if you drop a wing. If a tip goes down and you start to lose control, RELEASE. Do not drag the situation into the air. An HP-11 pilot did that last year and suffered major damage after landing sideways. At 25 to 30 kts, raise

the tail with elevator and normal or down flap. The flap change can be left until you really want to lift off, when flap will lift you off cleanly without bounce. Now you are safely in the air.

Eventually you will have to land and it is worth having a plan if there is a crosswind. If there is any option, elect to land directly into wind (golden rule number 1 for avoiding ground loops). If you cannot, at least plan the final approach to minimize the cross component.

Now we come to a habit which may have become ingrained since your early days in the 2-22. If one observes training operations, the majority of students, and some instructors will be seen to arrive on the ground after minimal flare, at some inappropriately high speed well above the stall; at least inelegant, but sometimes concealing a fundamental lack of technique. It works alright on Schweitzer ships but do this on your Glasbuss Mk III and you are well on the way to an expensive lesson. I did this once in the desire to taxi to the tie down area: I ground looped so fast I wondered what had happened. The wing tip hit some tall grass. If the wing tip hits anything while the tail is in the air, it may be enough to start a yaw which quickly drops the tip and, bingo, you are facing the other direction with no tail! What you must do is to hold off as long as possible and land with the tail well down, at minimum airspeed. This keeps your long floppy wings as high as possible and gets the tail on the ground early. The tailwheel/skid will then cope with a dragging tip. Be careful to land without any drift remaining. Retracting the flaps as the wheel touches is also a good idea if this does not distract you. This improves the wheel brake effectiveness and aireron control. However, braking aggravates yawing tendencies, so be careful. Furthermore, ships like the Blanik can be stood on their noses with harsh braking thus damaging both nose and tail in the two way bang. Finally, never rely on the wheel brake alone to stop you; they are notoriously unreliable.

Nationals'75 Denouement

from Edmonton Towline and Vancouver Soaring
Scene with thanks to Christine

Timm, Garnet Thomas and Malcolm McPhee

The 1975 National Soaring Championships went off superbly! The preparation and management of Garnet Thomas provided a really tremendous meet both from the competition and ground crew viewpoint. Jim Strong did a masterful job as competition director and received bouquets from all pilots present. Dan Key did a superlative job as field manager and one of the outstanding parts of the contest was the excellent and consistent towing. Victor Berg, Henry Schroeder and Malcolm McPhee in the ESC Super Cub; Ron Haughton and Gerry Westfall in the Cold Lake Citabria; Rick Mathews from Calgary in his own Citabria; Garth Schieb, Owne Wright and Barry Bradley flew Calgary's Champ; Ron Innis contributed very well in his Citabria, and last but not least, the Regina Super Cub was very helpful.

Dave Webb of Fort Erie won the Open Class and Jim Carpenter of Toronto won the Standard Class. Complete and final standings compiled by scorekeeper, George Dunbar are listed below. Both national champions have been team members for Canada at the World Championships, Carpenter for the first time at the most recent contest in Australia and Webb on at least four previous Canadian World teams.

Six days were flown out of a possible ten and at no time did the weather measure up to the hoped for "strong western" type. There was plenty of flying for a successful contest however, and the difficult, spotty and rather weak conditions that prevailed most days really sorted out the "sheep from the goats".

Arriving from east and west, travelling through heat waves and telling tales of car troubles and other misfortunes; pilots and crews were finally all present and accounted for . . . well nearly . . . on the eve of the meet. A "bring your own steak"

barbecue preceeded the first official pilot's meeting and provided a good opportunity to meet and renew acquaintances with the old hands and the new.

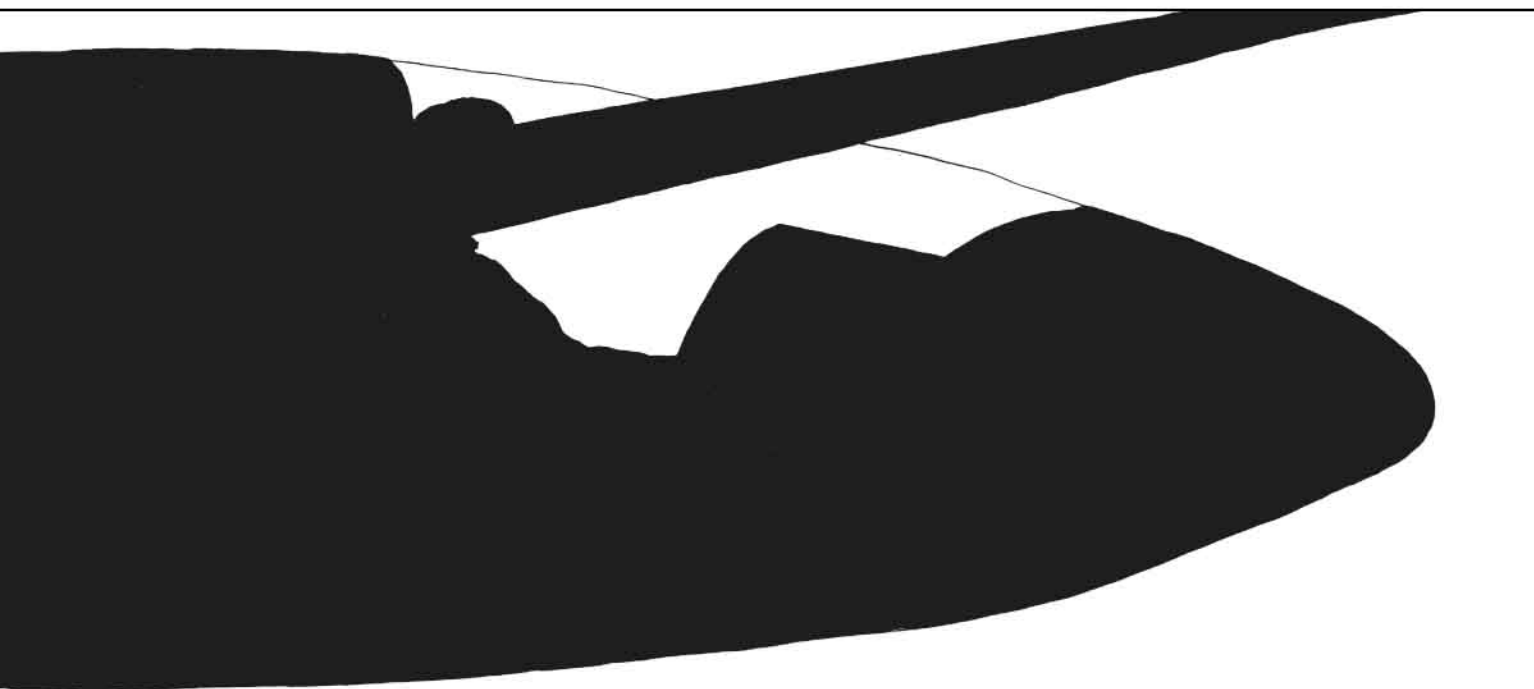
DAY ONE: When the contest committee declared a No Contest Day, some competitors heaved a sigh of relief. High winds had plagued the site during the practice days and some late comers with new and borrowed aircraft needed the extra day to prepare. Meanwhile the more relaxed competitors took the opportunity to visit Calgary and other points of interest in Southern Alberta.

DAY TWO: After the change in weather a task was declared — 201.2 km triangle, Claresholm, Blackie, Milo — which proved to be a challenge to many. While some crews could enjoy the spectacular finishes from the hot shots, others were out on the road rescuing their pilots from the sink hole that had developed over the second turn point. The first day left Dick Mamini in the lead in the Open Class having flown the course at 82.7 km/h while John Firth was ahead in the Standard Class at 71.3 km/h.

DAY THREE: 281.7 km triangle; Scandia, Taber and return. Forecast called for 29° and moderate winds and the task committee were optimistic. Only one Standard Class ship made it home and three Open. Jim Carpenter in the Libelle did 64.2 km/h and Dick Mamini in his ASW-12 was first in the Open Class at 71.2 km/h.

DAY FOUR: July 11th was out and return to Blackie with high temperatures and 10 knots wind forecast. This turned out to be "B.C. Day" with Peter Lamla first home in the open Cirrus at 53.6 km/h and Peter Timm tops in the Standard Class Cirrus at 53.4.

DAY FIVE: The task was cancelled due to cloudy and windy weather but twenty to thirty took the day to relax at a barbecue picnic by the river.



DAY SIX: The town of Claresholm hosted all pilots and crews to a breakfast of pancakes, eggs and bacon during which a number of draw prizes were awarded — like Jim Carpenter won a visit to the local hairdressers (would it help his moustache maybe?) and Brenda Brayshaw won a five gallon pail of ice cream which we all enjoyed later! Despite the cloudy weather and the cancellation of the task, there was a good turnout of the townsfolk and competitors. Pierre Rochette of the Quebec Soaring Club saved the day by putting on an excellent display of aerobatics in his Pilatus.

DAY SEVEN: On Monday, July 14th a 304 km triangle was declared; Claresholm, Arrowwood, Vauxhall. Raring to go after the two day break, Jim Carpenter was again the only Standard Class ship to get back (67.1 km/h). Hal Werneburg and Peter Timm hung on to second and third with 281 km and 275.5 km. In the open ships, Mamini and Webb continued their battle with Dick Mamini taking the 1000 points but Dave Webb hanging on to his overall lead by coming second on the day with 970. Third place, and the only other ship to complete the task, was Marsden and Dumas in the Gemini at 69.9 km/h.

DAY EIGHT: High winds and unsuitable conditions resulted in yet another No Contest Day which gave some pilots a chance to make minor repairs to gear and landing damage from the previous day. At the pilot's meeting we heard from those who completed yesterday's course and learned that Dave Marsden, and his passenger Ed Dumas in the homebuilt two seater Gemini had set a new record for the multiplace 300 km triangle.

DAY NINE: The distance day was with us; and this on a promising soaring day too. Thermal strengths predicted fairly strong, temperatures moderately high and six turn points declared for a Cat's Cradle task. The day was to prove good and resulted in Dave Webb accumulating over 600 km

before landing well after 8 PM. Dick Mamini and Larry Riegert held their second and third positions with 554.5 km and 425 km. In the Standard Class it was Jim Carpenter again with 464.5 km to extend his lead to over 600 points. John Firth was second in the stronger conditions with 446.5 km for 958 points. A few missed supper that night and many made late night drives home.

DAY TEN: The last contest day and an interesting one; the weather was variable and after marshalling was complete, it was necessary to call a pilot's meeting and change the task to avoid rains to the northeast. A 110 km triangle, Claresholm, Fort McLeod, Nobleford was set. Anxious to make it back for the banquet, pilots started fairly quickly through the gate. Mamini was back and planning to head out again to improve his time as Webb, returned satisfied with the knowledge that a completed triangle at any speed was all he needed to clinch his top position in the Open Class. In Standard Class, Peter Timm won his second 1000 day to hold his third place over John Firth. Bernie Brayshaw of Vancouver was second on the day and Jim Carpenter third to hold his comfortable lead over Hal Werneburg who was fifth on the day.

A total of 32 gliders entered the competition, 16 in the Standard Class, 14 in the Open Class and two in the Sport Class. In addition, a Pilatus B4 flew the courses as a guest and four Alberta club gliders were on hand. The Alberta Government provided generous grants both for the contest and the most successful banquet organized and hosted by Malcolm McPhee, President of the Edmonton Soaring Club.

Many people contributed both in the air and on the ground, to make it a successful meet — pilots, crews, tow pilots, scorers, managers, directors, timekeepers, lineboys etc. — thanks to all who contributed; we'll all remember NATIONALS '75!

Standard Class

DAY 1 ... JULY 9, 1975

TASK IS - TRIANGLE

TURNPOINTS ARE: CLARESHOLM; BLACK; MILO;

DAILY DERATING FACTOR = 1

TASK DISTANCE = 200.77 KM.

Name	Glider	Speed KPH	Distance KM	Daily Points	Daily Stndg.	Total Points	Total Stndg.
Firth, John	HP-11A	RNN 71.3		1000	1	1000	1
Carpenter, Jim	Libelle	YFL 68.7		973	2	973	2
Werneburg, Hal	Cirrus	AWV 58.4		864	3	864	3
Hardie, Walter	SH-1	205 54.0		818	4	818	4
Gairns, Bob	Libelle	XGE 54.6		799	5	799	5
Timm, Peter	Cirrus	GHJD 51.9		796	6	796	6
Werneburg/Vaughn	RS-15	GAYN 55.1		780	7	780	7
Barnes/Oke	L-SPATZ	GJJJ 44.5		718	8	718	8
Brayshaw, Bernie	Libelle	GHQD	177.5	535	9	535	9
Knowles, Jack	Libelle	GOJK	155.5	449	10	449	10
Hea, Bruce	Libelle	QJS	118.5	305	11	305	11
Parkinson, Graham	KA-8	PVL	118.5	305	11	305	11
Seward, Dave	Libelle	N3RD	66.5	103	13	103	13
Walker, Ken	L-Spatz	DKZ	36.5	0	14	0	14
Brennan, John	Libelle	BDC	38.5	0	14	0	14
Keep, Richard	Libelle	10BH	16.5	0	14	0	14

DAY 2 ... JULY 10, 1975

TASK IS - TRIANGLE

TURNPOINTS ARE: CLARESHOLM; SCANDIA; TABER;

DAILY DERATING FACTOR = .8714283

TASK DISTANCE = 281.1599 KM

Name	Glider	Speed KPH	Distance KM	Daily Points	Daily Stndg.	Total Points	Total Stndg.
Carpenter, Jim	Libelle	YFL 64.2		871	1	1844	1
Werneburg, Hal	Cirrus	AWV	264.5	690	2	1554	2
Gairns, Bob	Libelle	XGE	249.5	643	4	1442	3
Timm, Peter	Cirrus	GHJD	237.0	605	5	1401	4
Firth, John	HP011A	RNN	165.5	385	6	1385	5
Hardie, Walter	SH-1	205	144.0	319	8	1137	6
Werneburg/Vaughn	RS-15	GAYN	141.0	310	9	1090	7
Hea, Bruce	Libelle	QJS	252.0	651	3	956	8
Brayshaw, Bernie	Libelle	GHQD	137.0	298	10	833	9
Knowles, Jack	Libelle	GCJK	144.5	321	7	770	10
Barnes/Oke	L-Spatz	GJJJ	0.0	0	11	718	11
Parkinson, Graham	KA-8	PVL	10.0	0	11	305	12
Seward, Dave	Libelle	N3RD	DNC	0	11	103	13
Walker, Ken	L-Spatz	DKZ	0.0	0	11	0	14
Brennan, John	Libelle	BDC	DNC	0	11	0	14
Keep, Richard	Libelle	10BH	39.0	0	11	00	14

Open Class

DAY 1 ... JULY 9, 1975

TASK IS - TRIANGLE

TURNPOINTS ARE: CLARESHOLM; BLACKIE; MILO

DAILY DERATING FACTOR = 1

TASK DISTANCE = 200.77 KM

Name	Glider	Speed KPH	Distance KM	Daily Points	Daily Stndg.	Total Points	Total Stndg.
Mamini, Dick	ASW-12	ASW 82.7		1000	1	1000	1
Webb, Dave	Tinbus	FEZ 72.7		870	2	870	2
Marsden/Dumas	Gemini	TKC 68.1		811	3	811	3
Martin/Adams	Nimbus	GAJM 67.1		798	4	798	4
Lamla, Peter	Cirrus	BMX 64.5		764	5	764	5
Krug, Willi	KW-45	SNZ 62.7		741	6	741	6
Archibald, Frank	HP-14	ALT 61.7		728	7	728	7
Markut, Frank	Kestrel	FEI 60.7		715	8	715	8
Riegert, Larry	Cirrus	XGU 57.4		672	9	672	9
Preiss, Henry	RHJ-8	AJS 56.5		641	10	641	10
Pandur, Dan	BG-12A	RCU	99.0	165	11	165	11
Stokes, Ron	Zugvogel	TFT	66.5	77	12	77	12
Featherstone, J.	Diamant	SYL	49.0	26	13	26	13
Rominger, Heinz	Phoebus	VKY	43.0	9	14	9	14

DAY 2 ... JULY 10, 1975

TASK IS - TRIANGLE

TURNPOINTS ARE: CLARESHOLM; SCANDIA; TABER;

DAILY DERATING FACTOR = 1

TASK DISTANCE = 281.1599 KM

Name	Glider	Speed KPH	Distance KM.	Daily Points	Daily Stndg.	Total Points	Total Stndg.
Mamini, Dick	ASW-12	ASW 71.2		1000	1	2000	1
Webb, Dave	Tinbus	FEZ 63.6		960	2	1830	2
Archibald, Frank	HP-14	ALT	226.5	628	4	1356	3
Krug, Willi	KW-45	SNZ	180.5	473	6	1214	4
Lamla, Peter	Cirrus	BMX	171.5	443	7	1207	5
Riegert, Larry	Cirrus	XGU	183.5	483	5	1155	6
Marsden/Dumas	Gemini	TKC	140.5	339	8	1150	7
Martin/Adams	Nimbus	GAJM	101.5	207	10	1005	8
Preiss, Henry	RHJ-8	AJS	138.5	322	9	963	9
Featherstone, J.	Diamant	SYL 55.2		916	3	942	10
Markut, Frank	Kestrel	FEI	0 0.0	0	12	715	11
Pandur, Dan	BG-12A	RCU	41.5	5	11	170	12
Stokes, Ron	Zugvogel	TFT	DNC	0	12	77	13
Rominger, Heinz	Phoebus	VKY	DNC	0	12	9	14

Sport Class

DAY 1 ... JULY 9, 1975

TASK IS - TRIANGLE

TURNPOINTS ARE: CLARESHOLM; CHAMPION; NOBLEFORD;

TASK DISTANCE = 125.28 KM

Name	Glider	Speed KPH	Distance KM.	Daily Points	Daily Stndg.	Total Points	Total Stndg.
Dopson/Jacobs	1-23-G	ZDO 27.2		1000	1	1000	1
Lewis/Lewis/Walker	BERG-3	DLP	29.0	0	2	0	2

DAY 2 ... JULY 14, 1975

TASK IS - TRIANGLE

TURNPOINTS ARE: CLARESHOLM; CHAMPION; NOBLEFORD;

TASK DISTANCE = 125.28 KM

Name	Glider	Speed KPH	Distance KM.	Daily Points	Daily Stndg.	Total Points	Total Stndg.
Dopson/Jacobs	1-23-G	ZDO	45.0	137	2	1137	1
Lewis/Lewis/Walker	BERG-3	DLP	76.5	1000	1	1000	2

DAY 3 . . . JULY 11, 1975

TASK IS - GOAL AND RETURN

TURNPOINTS ARE: CLARESHOLM; BLACKIE;

DAILY DERATING FACTOR = 1

TASK DISTANCE = 133 KM.

Name	Glider	Speed KPH	Distance KM	Daily Points	Daily Stdng	Total Points	Total Stdng
Carpenter, Jim	Libelle	YFL 48.8		972	3	2816	1
Werneburg, Hal	Cirrus	AQV 51.3		987	2	2541	2
Timm, Peter	Cirrus	GHJD 53.4		1000	1	2401	3
Firth, John	HP-11A	RNN	106.0	596	4	1981	4
Hardie, Walter	SH-1	205	98.5	528	5	1665	5
Werneburg/Vaughn	RS-15	GAYN	93.0	478	7	1568	6
Gairns, Bob	Libelle	XGE	44.0	36	11	1478	7
Knowles, Jack	Libelle	GCJK	98.5	528	5	1298	8
Brayshaw, Bernie	Libelle	GHQO	89.0	442	8	1275	9
Barnes/Oke	L-Spatz	GJJJ	80.0	365	9	1083	10
Hea, Bruce	Libelle	QJS	0.0	0	13	956	11
Parkinson, Graham	KA-8	PVL	44.0	36	11	341	12
Brennan, John	Libelle	BDC	77.5	338	10	338	13
Seward, Dave	Libelle	N3RD	DNC	0	13	103	14
Walker, Ken	L-Spatz	DKZ	0.0	0	13	0	15
Keep, Richard	Libelle	10BH	DNC	0	13	0	15

DAY 4 . . . JULY 14, 1975

TASK IS - TRIANGLE

TURNPOINTS ARE: CLARESHOLM; ARROWWOOD; VAUXHALL;

DAILY DERATING FACTOR = 1

TASK DISTANCE = 304,1399 KM.

Name	Glider	Speed KPH	Distance KM	Daily Points	Daily Stdng	Total Points	Total Stdng
Carpenter, Jim	Libelle	YFL 67.1		1000	1	3816	1
Werneburg, Hal	Cirrus	AQV	281.0	776	2	3317	2
Timm, Peter	Cirrus	GHJD	275.5	758	4	3159	3
Firth, John	HP-11A	RNN	254.0	689	7	2670	4
Werneburg/Vaughn	RS-15	GAYN	263.0	718	6	2286	5
Hardie, Walter	SH-1	205	221.5	584	11	2249	6
Brayshaw, Bernie	Libelle	GHQO	254.0	675	8	1950	7
Knowles, Jack	Libelle	GCJK	242.0	650	10	1948	8
Hea, Bruce	Libelle	QJS	276.5	761	3	1717	9
Barnes/Oke	L-Spatz	GJJJ	221.5	584	11	1667	10
Gairns, Bob	Libelle	XGE	0.0	0	15	1478	11
Brennan, John	Libelle	BDC	266.5	729	5	1067	12
Seward, Dave	Libelle	N3RD	248.0	669	9	772	13
Parkinson, Graham	KA-8	PVL	55.5	50	14	391	14
Walker, Ken	L-Spatz	DKZ	94.5	158	13	157	15
Keep, Richard	Libelle	10BH	38.5	0	15	0	16

DAY 3 . . . JULY 11, 1975

TASK IS - GOAL AND RETURN

TURNPOINTS ARE: CLARESHOLM; BLACKIE;

DAILY DERATING FACTOR = 1

TASK DISTANCE = 133 KM.

Name	Glider	Speed KPH	Distance KM	Daily Points	Daily Stdng	Total Points	Total Stdng
Webb, Dave	Tinbus	FEZ 44.8		924	4	2754	1
Mamini, Dick	ASW-12	ASW	98.5	484	7	2484	2
Archibald, Frank	HP-14	ALT 49.2		962	3	2318	3
Lamla, Peter	Cirrus	BMX 53.6		1000	1	2207	4
Riegert, Larry	Cirrus	XGU 50.9		977	2	2132	5
Drug, Willi	KW-45	SNZ	85.0	372	9	1586	6
Martin/Adams	Nimbus	GAJM	106.0	546	5	1551	7
Preiss, Henry	RHJ-8	AJS	102.5	517	6	1480	8
Markut, Frank	Kestrel	FEI	98.5	484	7	1199	9
Featherstone, J.	Diamant	SYL	66.5	219	11	1161	10
Marsden/Dumas	Gemini	TKC	DNC	0	14	1150	11
Rominger, Heinz	Phoebus	VKY	77.5	301	10	310	12
Pandur, Dan	BG-12A	RCU	51.0	91	12	261	13
Stokes, Ron	Zugvogel	TFT	51.0	91	12	168	14

DAY 4 . . . JULY 14, 1975

TASK IS - TRIANGLE

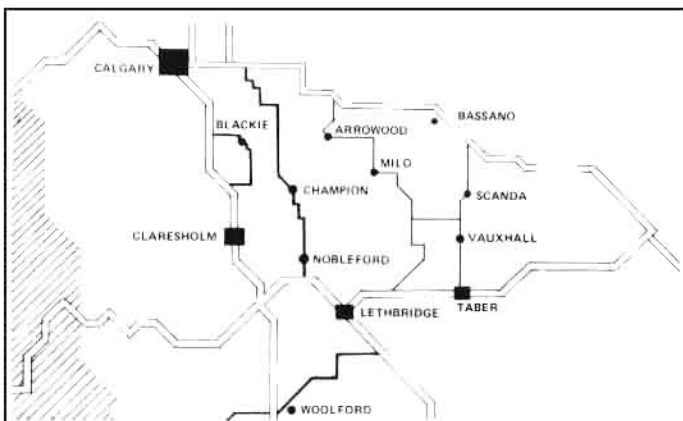
TURNPOINTS ARE: CLARESHOLM; ARROWWOOD; VAUXHALL;

DAILY DERATING FACTOR = 1

TASK DISTANCE = 304,1399 KM.

Name	Glider	Speed KPH	Distance KM	Daily Points	Daily Stdng	Total Points	Total Stdng
Webb, Dave	Tinbus	FEZ 70.3		970	2	3724	1
Mamini, Dick	ASW-12	ASQ 77.5		1000	1	3484	2
Riegert, Larry	Cirrus	XGU	275.0	747	5	2879	3
Archibald, Frank	HP-14	ALT	211.5	545	11	2863	4
Lamla, Peter	Cirrus	BMX	226.5	575	10	2782	5
Krug, Willi	KW-45	SNZ	275.5	748	4	2334	6
Preiss, Henry	RHJ-8	AJS	264.5	713	7	2193	7
Martin/Adams	Nimbus	GAJM	225.5	589	9	2140	8
Marsden/Dumas	Gemini	TKC	69.9	968	3	2118	9
Featherstone, J.	Diamant	SYL	268.0	724	6	1885	10
Markut, Frank	Kestrel	FEI	11.5	0	14	1199	11
Rominger, Heinz	Phoebus	VKY	256.5	688	8	998	12
Pandur, Dan	BG-12A	RCU	116.0	241	12	502	13
Stokes, Ron	Zugvogel	TFT	59.5	62	13	230	14

map



DAY 5 ... JULY 16, 1975

TASK IS - CAT'S CRADLE

TURNPOINTS ARE: CLARESHOLM; BLACKIE; BASSAND; SCANDIA; TABER;

DAILY DERATING FACTOR =

Name	Glider	Distance KM	Daily Points	Daily Stndg	Total Points	Total Stndg
Carpenter, Jim	Libelle YFL	464.5	1000	1	4816	1
Werneburg, Hal	Cirrus AWV	413.0	879	3	4196	2
Timm, Peter	Cirrus GHJD	299.0	610	5	3769	3
Firth, John	HP-11A RNN	446.5	958	2	3628	4
Werneburg/Vaughn	RS-15 GAYN	300.5	614	4	2900	5
Hardie, Walter	SH-1 205	218.0	419	8	2668	6
Knowles, Jack	Libelle GCJK	205.5	378	10	2326	7
Hea, Bruce	Libelle QJS	283.0	572	6	2289	8
Barnes/Oke	L-Spatz GJJJ	197.0	370	11	2037	9
Brayshaw, Bernie	Libelle GHQO	.0	0	13	1950	10
Gairns, Bob	Libelle XGE	225.0	436	7	1914	11
Brennan, John	Libelle BDC	205.5	390	9	1457	12
Seward, Dave	Libelle N3RD	DNC	0	13	772	13
Parkinson, Graham	KA-8 PVL	141.0	238	12	629	14
Walker, Ken	L-Spatz DKZ	24.0	0	13	157	15
Keep, Richard	Libelle 10BH	0.0	0	13	0	16

DAY 6 ... JULY 17, 1975

TASK IS - TRIANGLE

TURNPOINTS ARE: CLARESHOLM; FORT MACLEOD; NOBLEFORD;

DAILY DERATING FACTOR = 1

TASK DISTANCE = 110.84 KM.

Name	Glider	Speed KPH	Distance KM	Daily Points	Daily Stndg	Total Points	Total Stndg
Carpenter, Jim	Libelle YFL	86.6		927	3	5743	1
Werneburg, Hal	Cirrus AOV	81.7		962	5	5058	2
Timm, Peter	Cirrus GHJD	92.1		1000	1	4769	3
Firth, John	HP-11A RNN	80.0		840	6	4468	4
Werneburg/Vaughn	RS-15 GAYN	84.2		895	4	3795	5
Hardie, Walter	SH-1 205	74.0		760	9	3428	
Knowles, Jack	Libelle GCJK	78.8		824	7	3150	7
Hea, Bruce	Libelle QJS	77.6		808	8	3097	8
Brayshaw, Bernie	Libelle GHQO	88.1		947	2	2897	9
Gairns, Bob	Libelle XGE	71.4		726	11	2640	10
Barnes/Oke	L-Spatz GJJJ	55.8		520	13	2557	11
Brennan, John	Libelle BDC	72.9		746	10	2203	12
Seward, Dave	Libelle N3RD	69.8		705	12	1477	13
Parkinson, Graham	KA-8 PVL		0.0	0	14	629	14
Walker, Ken	L-Spatz DKZ		0.0	0	14	157	15
Keep, Richard	Libelle 10BH		0.0	0	14	0	16

DAY 5 ... JULY 16, 1975

TASK IS - CAT'S CRADLE

TURNPOINTS ARE: CLARESHOLM; BLACKIE; BASSAND; SCANDIA; TABER;

WOOLFORD;

DAILY DERATING FACTOR = 1

Name	Glider	Distance KM	Daily Points	Daily Stndg	Total Points	Total Stndg
Webb, Dave	Tinbus FEZ	604.5	1000	1	4724	1
Mamini, Dick	ASW-12 ASW	554.5	911	2	4395	2
Riegert, Larry	Cirrus XGU	425.0	682	3	3561	3
Lamla, Peter	Cirrus BMX	352.5	554	4	3336	4
Archibald, Frank	HP-14 ALT	295.5	453	8	3316	5
Krug, Willi	KW-45 SNZ	300.0	461	7	2795	6
Marsden/Dumas	Gemini TKC	347.0	544	6	2662	7
Preiss, Henry	RHJ-8 AJS	271.5	410	99	2603	8
Martin/Adams	Nimbus GAJM	258.5	387	10	2527	9
Featherstone, J.	Diamant SYL	352.5	554	4	2439	10
Markut, Frank	Kestrel FEI	19.5	0	12	1199	11
Rominger, Heinz	Phoebus VKY	DNC	0	12	998	12
Pandur, Dan	BG-12A RCU	0.0	0	12	502	13
Stokes, Ron	Zugvogel TFT	109.5	123	11	353	14

DAY 6 ... JULY 17, 1975

TASK IS - TRIANGLE

TURNPOINTS ARE: CLARESHOLM; FORT MACLEOD; NOBLEFORD;

DAILY DERATING FACTOR = 1

TASK DISTANCE = 110.84 KM.

Name	Glider	Speed KPH	Distance KM	Daily Points	Daily Stndg	Total Points	Total Stndg
Webb, Dave	Tinbus FEZ	92.7		973	2	5697	1
Mamini, Dick	ASW-12 ASW	94.5		1000	1	5395	2
Riegert, Larry	Cirrus XGU	91.5		956	3	4517	3
Lamla, Peter	Cirrus BMX	87.5		897	5	4233	4
Archibald, Frank	HP-14 ALT	78.8		769	6	4085	5
Krug, Willi	KW-45 SNZ	78.4		687	9	3482	6
Featherstone, J.	Diamant SYL	89.9		932	4	3371	7
Marsden/Dumas	Gemini TKC	67.7		605	11	3267	8
Martin/Adams	Nimbus GAJM	74.6		707	8	3234	9
Preiss, Henry	RHJ-8 AJS	69.1		626	10	3229	10
Rominger, Heinz	Phoebus VKY	75.6		721	7	1719	11
Markut, Frank	Kestrel FEI		0.0	0	14	1199	12
Pandur, Dan	BG-12A RCU	54.6		412	13	914	13
Stokes, Ron	Zugvogel TFT	58.1		463	12	816	14



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Elemer's Briefs

by Elemer Balint

1. Odessa, Texas is beautiful; for soaring pilots anyway. Otherwise it is not much to look at. The first over 1000 km soaring flight originated here when Al Parker went 640 miles in his Sisu. Wally Scott and Ben Greene did 720 miles, flying ASW-12s in an epic effort to clamp the lid on open distance records forever. Hans Werner Grosse took care of that with his flight from the Baltic Sea to the French-Spanish border but the Scotts are ready to jump again anytime. With all this power for soaring available one wonders how it is possible that the Odessa Soaring Club has only 12 members.

We came here to pick up an L-19 towplane from Al Parker, also hoping to have a chance for some local soaring. Al was kind enough to lend me his Sisu for an afternoon and we went from 2500' to 13000' in the first thermal. My wife Gerrie climbed to 10000' in a decrepit 2-22 without vario. It is a cinch she said; just keep an eye on the altimeter. Mind you this was a weak day and thermals started only

after 2:00 p.m. 800 fpm sustained climb is heady stuff for Ontario types and I got so intoxicated for a few hours of cavorting in such company as Alex Aldott and young Wally Scott that I finished up landing at the wrong airport. They all look the same in Texas — highway, railroad, flat town with airport in the northwest quadrant — only this one was 25 miles away to the east. By the time I realized my mistake I was too low to buck the strong westerly wind. What a humiliating finish to a lovely day!

2. We had to hurry back in order to participate in the First Canadian Symposium on Recreational Aircraft. The symposium was exceptionally well run by the chairman, John Bell-Walker. John is employed by the MoT and he is an enthusiastic supporter of sporting aviation.

3. I was sorry for the first speaker, a likeable young man from the Loughborough University of Technology, England. It is always difficult to break the ice. His paper titled "The Design of

Aircraft for Amateur Construction" was well prepared and presented. The letdown was the aircraft itself called Sprite — uninspiring of appearance and performance, it made me wonder why anyone would bother to build it.

4. Five or so years ago when I raised the question of Motorgliders at the SAC AGM the first time, I received quite a few cat-calls for my trouble. Time changed since and my paper on the motorgliding concept was well received. Motorgliding seems to be in now and three other papers on the subject were presented. Dave Marsden and Willi Deleurant presented two independent papers on retractable powerplants for motorgliders and R.B. Stratton of the British Gliding Association's Technical Committee talked about the administration of motorgliding airworthiness and personnel licensing requirements in Great Britain.

5. Squadron Leader J. Potter of the R.A.F. had a fascinating paper on manpowered aircraft.

The film showing him furiously pedalling his 80 foot wingspan balsawood birdcage is a sight to remember. The thing in itself may be nothing more than a white elephant, but the experience gained in super light structures, very low speed aerodynamics, materials, control responsiveness and human determination paired with sheer muscle power must have beneficial spinoffs for recreational aircraft design and construction. Potter himself is about 135 lbs. of tightly packed and controlled dynamite in both muscle and will power and I suspect he was selected for the task on account of his superior power to weight ratio.

6. It was a pleasure to meet L. Pazmany again; designer of a number of superbly engineered homebuilts. Many years ago I met him in Argentina and remembered him as a young and serious student. In addition to looking after his many homebuilders, he is engaged by Mr. Ryan, retired head of Ryan Aircraft Co., to design and construct

a two seater all metal motor-glider. A highly qualified team of 16 engineers and technicians are working under his supervision and the machine is in an advanced state of construction. First flight is expected within a year and if it performs to his expectations the plans may be marketed for homebuilders.

7. Dave Marsden, Professor of Aerodynamics at the University of Alberta, noted glider pilot and former President of SAC; presented facts, figures and pictures of his high performance two seater sailplane, The Gemini. It is a beautiful machine of all metal construction with variable geometry wings in the form of Fowler flaps and ailerons also extending in the same manner. With so many high performance single seaters on the market there is a real need for a two seater of similar behaviour for transitional training. The world market should be wide open for such a machine and I wish some enlightened Canadian manufacturer would decide to build the Gemini in numbers.

8. Many other excellent papers were presented on both sailplanes and powered aircraft. Jim Henry's (of Canadair and Montreal Soaring Council) paper on cost, weight and performance relationship in sailplane design was stimulating and intellectual. J.F. Martin's parametric studies on Standard Sailplanes scientifically illuminating. Lt. Col. W.R. Windover described his imaginative program of manufacturing Pazmany PL-4 powerplane and D-8 sailplane kits by prison inmates for the Air Cadet League.

The symposium closed with the general consensus that the efforts of university research groups, the National Research Council, Department of Industry and the private sector should be co-ordinated by the Canadian Aeronautics and Space Institute with the declared aim to design and produce low cost modern recreational aircraft, sailplanes and motorgliders. Also it was recognized by most present that motorgliding may be one of the most significant developments in the field of recreational flying.

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Hangar Flying

ECG at First Private Medical to Be Required for Over-40's Only

OTTAWA — The MoT proposal that routine electrocardiography should form part of the heart examination for the first issue of a Private pilot license has been modified to apply only to those applicants who have passed the age of 40. The new medical requirements, which apply also to glider, ultra-light gyroplane and free balloon pilots, call for the procedure to be repeated for over-40's every five years thereafter.

In the draft proposal for revised medical standards for Canadian civil aeronautics personnel licensing, issued last year, electrocardiography was called for at first examination of all Private pilot applicants, regardless of age. The draft said that no further examination of this type would be required until after age 40, and then at five year intervals thereafter. The requirement is now applicable only to the over-40's.

The MoT's original reason for calling for electrocardiography for even the youngest first-time applicant, was, among other things, that there had been cases of considerable hardship where a Private pilot had undertaken advance training only to find that he or she could not qualify for a higher type of license due to a longstanding cardiovascular condition that would have been detected by electrocardiography.

The Ministry's medical advisors (actually the Dept. of National Health and Welfare) have now evidently accepted the suggestion that the younger applicant be given the option of stating, at time of initial examination, whether or not he or she aspires to something higher than

a Private license. If the applicant wishes his/her medical assessment to reflect this ambition, additional tests such as electrocardiography and chest X-rays will be required. Until the results of these additional tests are submitted, the applicant will be assessed fit for a Private pilot license only.

TWO NEW CANADIAN SAILPLANE RECORDS

On May 3, 1975 J.M. Firth of Ottawa flew a 116.5 km triangular course, starting and finishing at Hawkesbury airfield with turn-points at St. Andre de Aveline airfield and the town of Arundel. His elapsed time was 1.122 hours giving a speed of 103.8 km/hr which exceed the existing territorial record for speed around a 100 km triangle. The previous record was 98.6 km/hr held by D. Marsden. John Firth of Buckingham Gliding Club set the new record in his HP-11 CF-RNN.

The second record is for the multiseat 100 km speed triangle in both the citizen and territorial classes. On June 1, 1975, D.J. Marsden flew a Gemini two-place sailplane, CF-TKG, with M.D. Jones as passenger, around the 105.3 km triangle from Chipman airfield to Royal Park to Willingdon to Chipman. The elapsed time of 65 minutes gives a speed of 98.1 km/hr which exceed the existing record of 51.2 km/hr held by Mr. Redzich.

S.A.C. GROUP INSURANCE PLAN

Due to the level of claims for the past insurance year, the retro scale produces a further assessment to all members of \$8.50 for the policy term June 30, 1974 to June 30, 1975.

For the term 1975 - 76, the

assessment per member will be \$45.00. To directly relate the hull values to the insurance plan, a further assessment of ½ of 1% will be levied on all hull value. For example, a hull valued at \$15000. would be \$75.00. For underwriting purposes, \$15.00 of the \$45.00 will be used for Liability; the balance of \$30.00 will be used as hull premium along with the ½ of 1% on total hull value.

The underwriters have arranged a NO CLAIMS BONUS on the hull portion of the premiums based on the total loss ratio of the plan right across Canada.

Losses 0 - 5%	20% No Claims Bonus
6% - 20%	15% No Claims Bonus
21% - 30%	10% No Claims Bonus

For example, if the total plan had losses which equalled 22% of the total hull premium, those clubs who had no losses would benefit by a No Claims Bonus of 10% of their total hull premium. The bonus, of course, would not apply to those clubs which had losses.

It is expected that this system of changes will produce a direct relationship to the hull values involved, and the No Claims Bonus will make it worthwhile for those clubs who have no claims.

An important phase of the program is that the Third Party Liability had been increased to \$500,000.00.

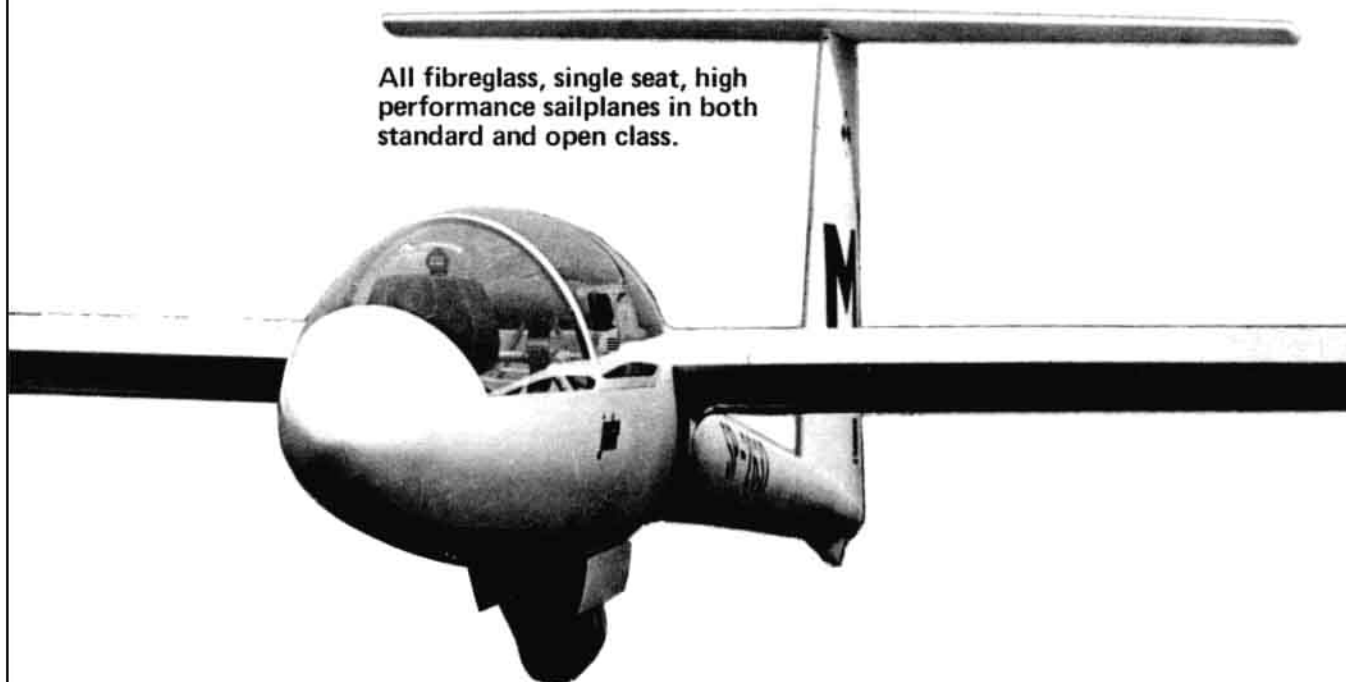
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2.	F.A.I. Gliding Certificates & Badges: a) Application Forms for Certificates & Badge b) Gliding Certificates – S.A.C. Member c) Badge – "C" (Button or Pin) d) Badge – Silver "C" e) Gold or Diamonds – S.A.C. keeps no stock but issues a letter of authority for the applicant to order directly from manufacturer.	n/c 5.00 18.00 6.00 7.50	2. All other items available from Box 1173, Station B, Ottawa, Ont. or Mrs. T. Tucker, 786 Chapman Blvd., Ottawa, Ont. K1G 1T9 3. All cheques payable to S.A.C. * Temporarily OUT OF STOCK
3.	F.A.I. Soaring Awards & Rules Booklet, 5/\$1.00 or	0.25	
4.	F.A.I. Sporting Code (English or French)	1.50	
5.	S.A.C. Instruction Manuals: a) Part I – Instructor's Guide b) Part II – Air Instruction Notes c) Part III – Student Notes d) Set – II Plastic Laminated Air Cards (5x8)	0.75 0.50 1.00 3.00	
6.	S.A.C. Tephigram & Weather Briefing Booklet 5/\$1.00 or	0.25 ea	
7.	Weather Briefing Form N-052 (8½" x 11 sheet)	n/c	
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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 b) 25 or more each	2.25 2.00	
14.	F.A.I. Cloth Badges – 3" diameter a) "C" b) Silver or Gold	0.75 1.50	