

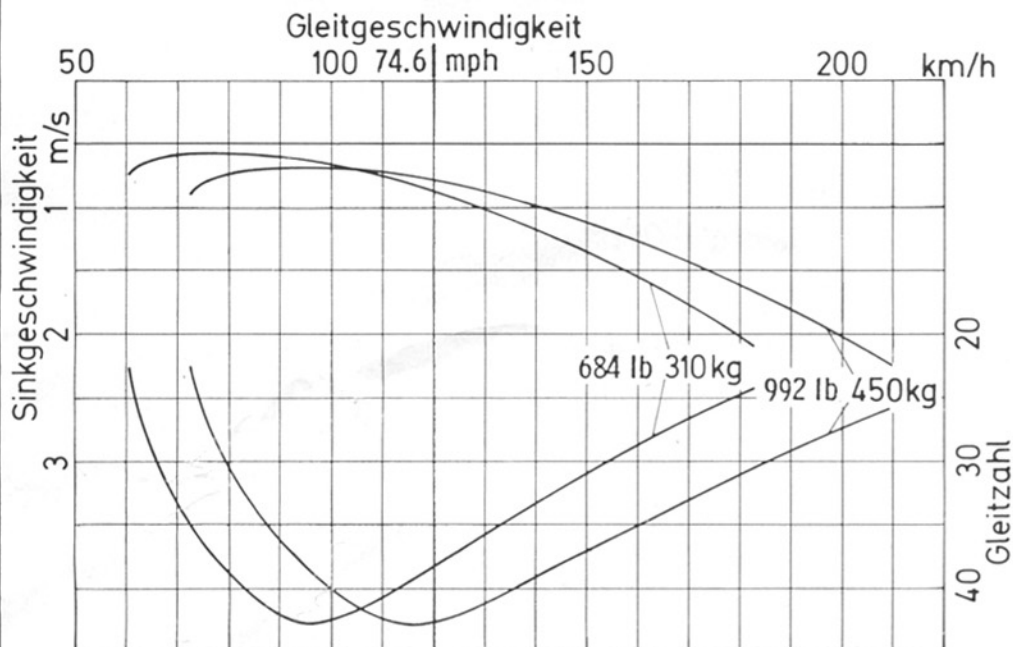
# free flight

November/December 1980

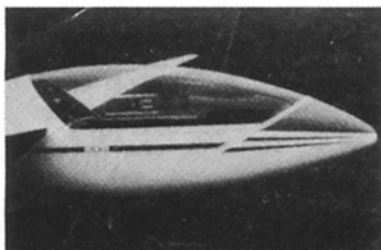




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Issue 6

November/December 1980

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be submitted to the editor at:

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**T0L 0T0**

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— The Editor

## COVER PICTURE

Club Fleet, Montreal Soaring Council, including three L-19's, two 1-26's, two 2-33's, two Blaniks, Club Astir, Astir '77, LS-1 and Twin Astir. Also at rear can be seen ASW-17 belonging to the Canadair Club (CERA).

— Photo, Kate Estebany, MSC.



#### A NEW EDITOR FOR FREE FLIGHT

Beginning with the January/February 1981, issue of Free Flight, new editor, **Ursula Burton**, will be responsible for editing, writing for, and corresponding for the SAC's official publication. As well, a change in production procedures should help bring about even more timely publication of Free Flight.

Ursula has contributed to FREE FLIGHT (see "A Soaring Odyssey" Sept./Oct. '80), and is known from the Rideau Valley Soaring Association, where she flew her Blanik. Tony, her husband, is known to many as builder/pilot of his RS-15, and former FAI Awards Committee chairman. They have recently moved to Claresholm for the soaring climate, as well as solar energy potential.

Effective immediately all contributions, and correspondence for FREE FLIGHT should be addressed to:

Box 1916  
Claresholm, Alberta  
T0L 0T0

December 4th, 1980.

Editor,  
Free Flight

Dear Mark,

It was nice to see my name in print as assisting Ruth Jennings with the office duties during the 1980 Nationals.

But, I think that a group of young people should also be recognized for the excellent work they did. Certainly they contributed more time and energy than I did!

They are the group of teenagers who manned the telephones afternoons and evenings, taking messages, rounding up ground crews and generally seeing that pilots who landed out were retrieved with a minimum of delay. They are: Kathi and David Springford, David Finucan, Markus Herten, Kathy Hea, Nettie Kruger and Kelly Byatt. Most of them were also ground crew for the competitors.

I know there were many others not mentioned who also helped keep the Nationals running so smoothly but this group did such an outstanding job they really should be recognized. Hopefully we'll see them at the 1982 Nationals.

Yours very truly,

(Mrs.) Wendy Byatt.

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# President's Notes

## The Membership Year

With the flying season having come to an end for most of our member clubs, it is appropriate to take stock of our situation. Returns from clubs have indicated a decline in membership across the country. At the same time, we have learned from the Royal Canadian Flying Clubs Association that a drastic reduction has occurred in the flying of its members during the past year. It is thus apparent that the increasing popularity in recent years of both flying and soaring has received a setback this year and that vigorous efforts will be required on the part of the membership to redress the balance.

As part of such efforts, the Association submitted to the Fitness and Amateur Sport Branch a long term growth and development plan prepared by Jim Leach, which identifies the steps which are being taken by the Association to develop along lines recognized by the Federal Government. Included was a submission for the funding which we hope to receive next year when the government's provincial funding criterion has been met.

This however, is only a part of the solution, and the Board is planning to make membership growth a major seminar topic at the next Annual General Meeting in Toronto on 15-16 March 1981. We would welcome your thoughts and inputs on this topic both prior to and at the AGM, and also on any other subjects which you would particularly like to have discussed at the meeting.

## World Team

The pilot selection procedures for the World Championships in Germany in May-June 1981 have been exercised since our National Championships at Claresholm and the team, subject to ratification by the Board of Directors, comprises Hal Werneburg, Paul Sears, Vic Werneburg and Jim Carpenter. With these pilots, Canada is fielding an excellent team and all that is needed to prove this is your generous, tax-deductible, financial support to get them and their crews to Germany (and back). Al Schreiter, Chairman of the World Contest Committee, has obtained for the team to fly, one each of a Ventus, ASW20, LS4 and ASW19. The German organizers are also going out of their way to reduce costs through commercial sponsorship for the event (for example, the team cars will be provided).

## Committee News

The SAC Provincial Association Committee has been formed under the chairmanship of Lloyd Bungey and, as the Association's first formally affiliated provincial association we welcome the Manitoba Soaring Council. Other provincial associations have of course been working closely with the SAC for some years, but on an informal basis. The committee was formed to better coordinate activities and disseminate information between the SAC and the provincial associations to our mutual benefit.

## Free Flight

This issue is the last which will be prepared under the editorship of Mark Perry in Winnipeg. Future issues will be edited by Ursula Burton (address given elsewhere) and printed in Ottawa with coordination from the National Office. The intent is to markedly reduce turn-around times. To the membership we offer sincere apologies for the recent delays in the issue of Free Flight, but one of the difficulties which has been faced by Mark has been a lack of material submitted by the membership for him to edit! To Mark we offer our thanks for editing our magazine for two years and we wish him well in the pursuit of his new interests.

The Board, at the last Directors' meeting in October, also formed a new committee, the Finance Committee, to oversee the financial planning of the Association. I am happy to announce that Frits Stevens of Winnipeg has been appointed as its first chairman.

The Publicity Committee still seeks a chairman.

I look forward to seeing as many of you at the AGM as possible and to hearing your ideas.

Karl Doetsch.

## NOTE TO CONTRIBUTORS

Written submissions to FREE FLIGHT must be typed, double-spaced in every possible case.

Contributors are asked to observe the published deadlines.

No payment is made for submissions, including photographs used on the cover.

Photographs will be returned on request. A stamped, self-addressed envelope of suitable type will ensure this. Prints (B&W) are preferred, colour prints slides are acceptable, but NO NEGATIVES PLEASE.

Classified ads will be run once, at no charge to SAC members, and repeated if requested. Commercial advertisers please refer to the NOTE TO ADVERTISERS.

Standard editorial prerogatives are reserved in all cases.

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Charges to have ads laid out from rough copy will be passed back to advertisers in addition to normal space rates.

For information on rates and terms please contact Mr. Bob England, 60 Glenmore Cresc., Bramalea, Ontario L6S 1H8 Ph. (416) 791-4156.

# Executive director notes

I have now been serving as your Executive Director for six months. As you have read in the July/August issue of *Free Flight*, my background is exclusively sports administration in all its aspects. I was fortunate to receive some limited glider training with the British Army in 1952. Regrettably that is my only exposure to what is undoubtedly a very exciting activity.

Apart from my brief report on the October 1980 Directors' Meeting, this is my first of what I hope will be many communications with you the membership. I would like to dedicate this column to the mandate of the position of Executive Director as I can now perceive it after six months of experience.

The mandate of any Executive Director of any corporation and specifically a corporated sports governing body, is to "MAKE THINGS HAPPEN". This simplistic definition should be the one and only measurement device for performance evaluation of the position. I believe that my job is to "MAKE THINGS HAPPEN" on your behalf. It follows therefore that if I am to accomplish my mission, I must know what it is that YOU want to have happen.

In effect YOU are my boss. The Zone Di-

rectors YOU have elected to represent you is the person who will measure my performance in making things happen for YOU. Needless to say it would be difficult to satisfy the expectations of all 1,500 members at one time so your Board of Directors also establishes the priorities over reasonable periods of time in order to permit some logical planning and organization of time.

During the past six months I have attempted to analyze the Soaring Association of Canada in terms of "Where has it been?" "Where is it now?" and "Where does it wish to go in the future?" I believe this analysis was necessary in order to bring the necessary perspective to the job.

It should be emphasized at this point that as your Executive Director, I am **not** a policy maker. I am an implementer of approved policy. Your Board of Directors is the body charged with the responsibility to create those policies that you consider to be necessary and to ask me to carry them out.

At the present time the policy that has been approved by you over the years is to be found in the SAC By-Laws, Reports of the Annual General Meetings of the members, the Minutes of Directors' Meetings and

soon, thanks to the tireless efforts of Walter Piercy, the SAC Procedures Manual.

Of primary concern are the efforts that in the future will provide assistance and relief to many of your committee members. I envisage the National Office as the operation centre to coordinate and assist where ever necessary the many on-going projects of the twenty committees that are working on your behalf. As all of these people and certainly your Board of Directors are volunteers, all with full time jobs, families and yes the desire to spend many leisure hours flying, I see my mandate as assisting all these people "MAKE THINGS HAPPEN" through a coordinated effort that should reduce the individuals workload.

You are probably aware that my primary duties as written by your Board of Directors in addition to administering approved policies and procedures include the management of your National Office, responsibility for finances and budget, representing you to Government and other external agencies as required and recommending various courses of action to the Board of Directors on many subjects. I welcome your comment on how these duties and job description affect you as a member, how we

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can better serve you and your club and in general, how we can assist to make your gliding and soaring experiences more pleasurable.

Projects that are in various stages of completion here at your National Office include:

- a Preparation of a suggested short, medium and long term growth and development plan.
- b Preparation of the 81/82 budget outline
- c Preparation and distribution of your 1981 calendar
- d Preparation of a new member club package
- e Submission for Government funding for 1981/82
- f Initial development of a competition officials certification program for review by your Sporting Committee
- g Preparation for the January Directors' Meeting.
- h Preparation for your AGM in Toronto 1981
- j Preparation of a publicity package for clubs wishing them
- k Development of a new procedure for the publishing of Free Flight
- m Replacement/refurbishing of our National Trophies; and
- n Development of a competition coaching certification program.

In outlining the examples of some of the projects we are involved in let me em-

phasize that the longer the list the more I feel I am earning my pay. I qualify this of course with the obvious fact of time in terms of bringing projects to conclusion. Your views in terms of defining short, medium and long term projects are welcomed; please forward to your Zone Director or here to the National Office.

There is no doubt that the evolution of my position as your Executive Director will be greatly enhanced by visiting clubs and Provincial Associations on site. Pending a response from the Federal Government on the availability of an Air Canada Pass, I have recommended a series of one day seminars be conducted in each province. The actual location would be as directed by the Zone Director. Topics that could be considered would be:

Improvement of SAC Services  
SAC Growth and Development  
Soaring — the Sport; and  
Any worthwhile subjects of concern at the local level.

This plan is conceptual in nature and will require approval by your Board of Directors. I believe only this kind of inter-action will permit the requisite appreciation that goes with the job.

I have attempted to provide a review of the position of Executive Director as perceived after six months on the job. I am sure my perception will continually adjust as I gain more experience and appreciation of SAC requirements which are, in essence, your requirements. Please communicate.

Jim Leach

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# A lesson for all!

## "Close encounter of the tree kind"

Recently one of our building pundits arrived back on the centre grass with a prominent green stain on the leading edge of the starboard wing of our Ka6E. The pilot concerned volunteered the information that he had just deformed the foliage of an obtrusive tree adorning the upper slopes of the Waikanae Ridge. At least a couple of lessons are apparent for all of us:

The circumstances of the incident are that after releasing some distance from the Waikanae Ridge (South end) the pilot flew towards the northern side of one of the major spurs on the western face arriving there at approx. 1500 feet. The prevailing wind was northerly although on the ground it was East of North and at the 2000 foot level it was West of North.

Lift was encountered initially on the Spur itself from 40 kts to 50 kts and flew so as to clear the crest of the next spur in the expectation of returning to conditions of lift on the other side.

The sink rate increased dramatically and

the glider descended rapidly in the lee of the spur with the pilot committed to a "press on" situation and while trying to clear the crest of the ridge the starboard wing passed through the foliage of a more prominent tree which was raised by some 20 feet above the surrounding bush.

The pilot and glider gained sufficient height on the Northern side of the spur to be able to effect a conventional return to Paraparaumu Airfield and the subsequent inspection revealed that other than the green stain there was no damage to the wing.

LESSON NO. 1 relates to the principles of safe airmanship when soaring in close proximity to the terrain. This is especially true in variable wind directions where the need is to maintain a sufficient high airspeed in order to be able to fly out of trouble. In conditions such as are described above, the safe minimum air speed while trying to penetrate upwind, would be at least 65 knots.

LESSON NO. 2 relates to the decision to tow and release at such a low altitude that on arriving at the Southern End of the Waikanae Ridge in marginal conditions there was little latitude for establishing the aircraft in lift. I wonder whether the decision made by the pilot concerned when he elected to tow towards the Waikanae Ridge area and his unusually low release height was influenced by other so called pundits who can be found "big noting" or "shooting the line" at most gliding sites. I know we are not immune from the so called experts. Had this pilot been one metre lower when the aircraft struck the tree's foliage there could be little doubt that the aircraft would have been destroyed and the pilot at least seriously injured. An appropriate saying during the last World War was "careless talk costs lives" and maybe it behooves us all to dwell on the message contained.

Richard Halstead C.F.I.  
Wellington Club  
New Zealand Gliding Kiwi — Aug./Sept. '80



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# CLUB NEWS

## VANCOUVER SOARING ASSOCIATION

This year Vancouver Soaring Association had a much quieter year than any of the previous three years had been. Mind you, when a club goes through an explosive growth period there has to come a slackening of the pace.

Strangely enough, our intake of new members does not seem to have been any less than in the immediate past, but what has produced the slackening of the pace appears to be a drop in interest by the students. Strange people, some of this year's intake; they pay out their membership and initiation fees then only appear on the field once or twice. Of course, the weather was very poor for the whole of 1980 and this may have put a dampener (in more ways than one) on their enthusiasm.

In general terms, our club flying appears to have been down by about a third compared with 1979, and the first solos were much fewer than our boom years of 1977-79. One bright spot on the horizon was a greater degree of involvement in cross-country flying by our junior pilots which augurs well for the future. In addition, the cross-country flights actually made out of

Hope (across some rugged and forbidding terrain) was up. Normally, because of the hostile nature of the mountains around Hope, only one or two cross-country flights are attempted each year and some years none, this year there were 3 flights, 2 to Princeton and a longer one up the Fraser Canyon to Lillooet.

Two of our pilots fared well at the Nationals, with Bruce Macgowan finishing third in Standard Class and winning the SOSA trophy for the Best Novice Pilot. Helmut Gebenus, also in Standard Class, won a day but had some slower days in the latter part which held him to 7th.

Our private owner fleet increased during the year and activity was high, there were some changes in ownership, which brought fresh blood into the fold. This is good since these new owners are bound to stay in soaring for quite a while. Unfortunately, some of our private owners had the statistics catch up with them, but by good fortune no one got hurt.

All in all it was a mixed season, poor weather, a lower amount of activity but some fine individual flights and some promising signs for the future. Wonder what '81 will bring??

## NEWS FROM BRITISH COLUMBIA — A PROVINCIAL BODY FINALLY FORMED

1980 was the year in which British Columbia soaring pilots managed to achieve something they had talked about for ten years or so, a Provincial Soaring body representing most of the province's established soaring clubs.

The initial talking about it started in the late '60s but after some exploratory talks the idea was dropped for the time being. Most of the clubs were struggling for existence and had enough to do just to keep themselves going. By 1976, there were three clubs of sufficient size to consider having another shot at forming what was thought of as the "B.C. Soaring Council". On the Easter Sunday a meeting was held at Hope with representatives from the Okanagan Club, Wide Sky (Ft. St. John), Alberni Valley and of course the hosts, Vancouver. General agreement to the formation of the Council was obtained and, in general terms, the guidelines for the constitution and bylaws given.

The task of coming up with an acceptable

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set of bylaws was given to Frank Hinteregger (Wide Sky) and Lloyd Bungey (V.S.A.) and over the next 18 months they laboured over this task. Also, during this period Frank and Lloyd worked on putting together 2 issues of "The B.C. Soaring News" which Frank published at his own expense to keep the soaring pilots informed of Soaring activities in the province. After 18 months they, finally, had a constitution and set of bylaws that they felt were workable, only to have the whole thing upset by a new Societies Act which necessitated wholesale revisions.

This blow to their efforts slowed down proceedings for another 18 months until Christine Timm decided to take up the effort. The next 12 months were spent revising the bylaws to conform to the new Act, getting the B.C. Clubs agreement to the new bylaws and clearing up minor details. One of these minor details was that the Society could not be called a Council. In B.C. that term is reserved for Municipalities. Thus a hurried renaming of the society produced the "British Columbia Soaring Society". On June 24th, 1980 the society was finally registered.

Four years of effort have finally been repaid with a society to represent the B.C. clubs. Now it's up to us to use the Society to our best advantage, to help all soaring pilots in B.C., members of both the big and the small.



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# The test flight

by a first time Homebuilder

June 7th, 1980

9 a.m. — Today's the day. Gotta get going, get the floor screwed back down, grab a few guys and rig, tidy it all up and then by 2 p.m. we'll know.

10 a.m. — We'll make this the last coffee then we've really got to get to work.

1 p.m. — Good grief, I've been tightening screws for 2 hours and this floor's not in yet. I wonder why it needs so many. I didn't think a simple job like this could take so long.

3 p.m. — At last now I can rig. I hope everyone is not up flying.

4 p.m. — Well the rigging went O.K. Now for a quick inspection and out to the flight line — or maybe I should eat first.

4:15 — Oh no, not the brake again! I thought I fixed it last week. At this rate I'll never get in the air.

5 p.m. — Well that's fixed. Now to screw the cover back. I hope it's the last snag.

5:15 — What's this female all worked up about? Calm down and I might understand you. — Good grief, A MAYDAY! What, our towplane! Engine failure! Landing where? Well don't just stand there, jump in the van. Let's go.

6 p.m. — Well the plane's O.K. He did a neat job. Glad I wasn't the one. But where the heck is he?

Finally, some signs of life. Maybe they can tell us where Jack's gone ..... Oh, a helicopter landed and took him back. That's good. Nothing we can do here, none of us are engineers. Let's head back. I've got a test flight to get done. It's a good job we've got 2 towplanes.

6:15 — Sure I'm stopping here, I've got to get a milkshake. Can't waste time eating anything that takes time to prepare but I'm not about to fly on an empty stomach.

7:00 — Well it's all ready, let's tow it out.

7:30 — At last, a towplane. Not the towpilot I wanted but I can't expect Jack to do it. He's had enough excitement for one day. OK, Harold, I'll make this a ground run so keep your speed down until I release. Wind's changed starting to become a tailwind. Well we'll try it anyway.

Gees, how the heck do you lift the tail up on this. Lateral control's fine but the tail just won't come up. Maybe, it's the design changes that were made to fit the second seat. Better let go now while I've tons of runway left, can't trust that brake at all.

7:40 p.m. — Now to wait until those two tows are done at that end. At least I'll have a headwind this time. Wonder if I shouldn't wait until tomorrow. Perhaps the

design's faulty, all those changes could have made the tail too small. It sure looks small.

7:50 p.m. — It's this waiting that gets to you. Maybe I should wait until tomorrow. I'll be sharper then.

7:55 p.m. — Tomorrow nothing. If I have all night to think about this after that ground run I'll never do it, I'd just pack it away in the box and let it rust.

8:00 p.m. — O.K. Harold, another ground roll this time but faster. Sure, you just do a normal takeoff but use less power to make it last longer, I'll release once I have found out how she handles with the tail up.

O.K. Yeah, sure, you keep an eye on the mirror and if I hang on then keep going.

8:01 p.m. — Tail's up, hey this feels O.K. Heck why waste time everything's O.K. Let's hang on and see how she goes. She's O.K. with the rope attached so I guess I better get up to a safe height then find out if she's different with it off.

8:10 p.m. — We're off. No problems.

8:25 p.m. — Well now for the moment of truth. I got her up but can I get her down. Better play it cautious, none of this fancy finish at the tiedown stuff, down safely is what is called for here.

8:26 p.m. — YAHOO, SHE REALLY WORKS!  
— based on an actual event.

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## Maritime Zone

Bluenose Soaring Club, c/o 608-105 Dunbrack St., Halifax, N.S. B3M 3G7  
New Brunswick Soaring Association, 521 Blythwood Ave., Riverview, N.B. E1B 2H3  
Newfoundland Soaring Society, c/o Mr. J. J. Williams, 57 Boyle St., St. John's, Nfld. A1E 2H5

## Quebec Zone

Aero Club des Outardes, 1690 Chemin St-Damien, Ville St-Gabriel-de-Brandon, P.Q. J0K 2N0  
Ariadne Soaring Inc., 735 Rivière aux Pins, Boucherville, P.Q. J4B 3A8  
Association de Vol à Voile Champlain, 590 Townshend, Saint Lambert, Quebec, J4R 1M5  
Buckingham Gliding Club, c/o 8-365 St. Joseph Blvd., Hull, P.Q. J8Y 3Z6  
Rideau Gliding Club, Mr. H. Janzen, 172 College St., Kingston, Ont. K7L 4L8  
Club de Vol à Voile Asbestos, 379 Castonguay, Asbestos, P.Q. J1T 2X3  
Club de Vol à Voile Quebec, Box 9276, Ste Foy, P.Q. G1V 4B1  
Missisquoi Soaring Association, Box 189, Mansonville, P.Q. J0E 1X0  
Montreal Soaring Council, Box 1082, Montreal, P.Q. H4L 4W6  
St-Jean Glider Club, 900 Blvd. Séminaire, St-Jean, P.Q. J3A 1C3

## Ontario Zone

Air Cadet League (Ont.) Mr. G. Fraser, 1105-2175 Marine Dr., Oakville, Ont. L6L 5L5  
Air Sailing Club, Box 2, Etobicoke, Ont. M9C 4V2  
Base Borden Soaring Group, Mr. J. Gratton, 51 Quebec Loop, Site 3, Bordon, Ont. L0M 1C0  
Bonnechere Soaring Inc., Box 1081, Deep River, Ont. K0J 1P0  
Central Ontario Soaring Association, Box 762, Peterborough, Ont. K9J 7A2  
Erin Soaring Society, Box 523, Erin, Ont. N0B 1T0  
Gatineau Gliding Club, Box 883, Station B, Ottawa, Ont. K1P 5P9  
Huron Soaring Association, Box 153, Wyler St., Coldwater, Ont. L0K 1E0  
Kawartha Soaring Club Inc., P.O. Box 168, Omemee, Ont. K0L 2W0  
London Soaring Society, Box 773, Station B., London, Ont. N6A 4Y8  
Club de Vol à Voile Appalachen, Box 271, Sherbrooke, P.Q. J1H 5J1

Rideau Valley Soaring School, Box 93, R.R. 1, Kars, Ont. K0A 2E0  
SOSA Gliding Club, Box 654, Station Q, Toronto, Ont. M4T 2N5  
Toronto Soaring Club, P.O. Box 856, Station F, Toronto, Ont. M4Y 2N7  
Windsor Gliding Club, Mr. H. Berg, 2665 Boufford Rd., LaSalle, Ont. (Windsor) N9H 1W3  
York Soaring Association, Box 660, Station Q, Toronto, Ont. M4T 2N5

## Prairie Zone

Air Cadet League (Man. Box 1011, GPO, Winnipeg, Man. R3C 2W2  
Manitoba Soaring Council, Mr. G. E. Moore, 1206-65 Swindon Way, Winnipeg, Man. R3P 0T8  
Regina Gliding & Soaring Club, 19 Ritchie Cres., Regina, Sask. S4R 5A5  
Saskatoon Soaring Club, Box 379, SPO 6, Saskatoon, Sask. S7N 0W0  
Swan Valley Soaring Association, 510 Main St. E., Swan River, Man. R0L 1Z0  
Winnipeg Gliding Club, Box 1255, Winnipeg, Man. R3C 2Y4

## Alberta Zone

Cold Lake Soaring Club, Box 1714, Medley, Alta. T0A 2M0  
Cu-Nim Gliding Club, Box 2275, Stn. M., Calgary, Alta. T2P 2M6  
Edmonton Soaring Club, Box 472, Edmonton, Alta. T5J 2T6  
Grande Prairie Soaring Society, Box 550, Grande Prairie, Alta. T8V 3A7  
Namao Soaring Club, Capt. K. Peters, CFB Edmonton, Lancaster Park, Alta. T0A 2H0  
Southern Alberta Gliding Association, Mr. D. Clark, 514 Sunderland Ave., S. W. Calgary, Alta. T3C 2K4

## Pacific Zone

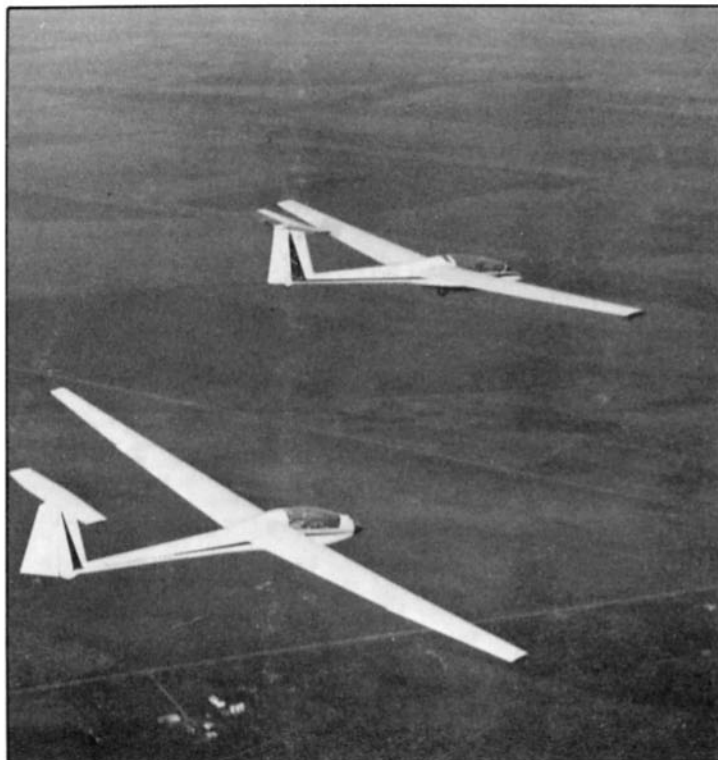
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