

free flight • vol libre

1/86
Jan/Feb



Musings

Even though I never had the pleasure of knowing Jack Davies, I couldn't help feeling a sense of personal loss and profound dismay at the news of his death at the recent Cowley Wave Camp. The message screams — always, **always, always**, check and know thy aircraft — especially when it has just been assembled. We've had too many fatalities this year. Zero is the only acceptable number. Let us all resolve that these will be the last.

The series of four accidents and two serious incidents that took place at my club this season gave me two major things to think about. The first that worried me was my own flying — I am a product of the system that spawned this clutch of sour events. So I undertook to fly with one of my own instructors of years back to see if my skills were acceptable. Basically they were, although he felt that I wasn't as smooth as I should be. We also vigorously debated the position and height of turns onto final and discovered (not on final) that I could not fly a proper steep turn. Spiral dives — boy am I good! — but to get into the stable regime of a 2+g steep turn, nope. I would either spin or spiral out. Well after 3000 feet of altitude went round and round, the feel came back a bit. After another flight on another day, I got it. The problem was that I was trying to move too quickly from level flight into a medium, then steep, turn. The essence is smoothness and speed control. I was flying an aircraft (Lark) that I hadn't flown for almost two years: one forgets how different some aircraft are no matter how enjoyable to fly.

What I have learned from this is that my skills can get rusty. Few of us fly really steep turns often, much less for very long because they are uncomfortable if extended. They are a good test of skills, and in some soaring conditions an absolute necessity. I've also learned, again, that a good evaluation with a good instructor is a benefit like a visit to a doctor or dentist if for no other reason that the knowledge that you are okay is confirmed. And if you are not, the problems can be defined and fixed.

The other thing I worry about is the instructor who may "whitewash" marginal flying by a check-flight candidate who is a buddy or old friend. It happens. We all know who the soft and hard instructors or check pilots are in our clubs. Here is the paradox — is that instructor or check pilot really being a friend if he isn't fair, firm, current, and honest? Especially important, when did you, instructor/check pilot, have your skills re-evaluated? What is the best system for checking the checkers? One way is periodic, forthright evaluation by an outsider. This may take some maturity to accept. I encourage you to debate this in your club and mine, for a solution has to be found which is fair and effective. When you find one, share it with your local clubs and member of our Flight Training and Safety committee.

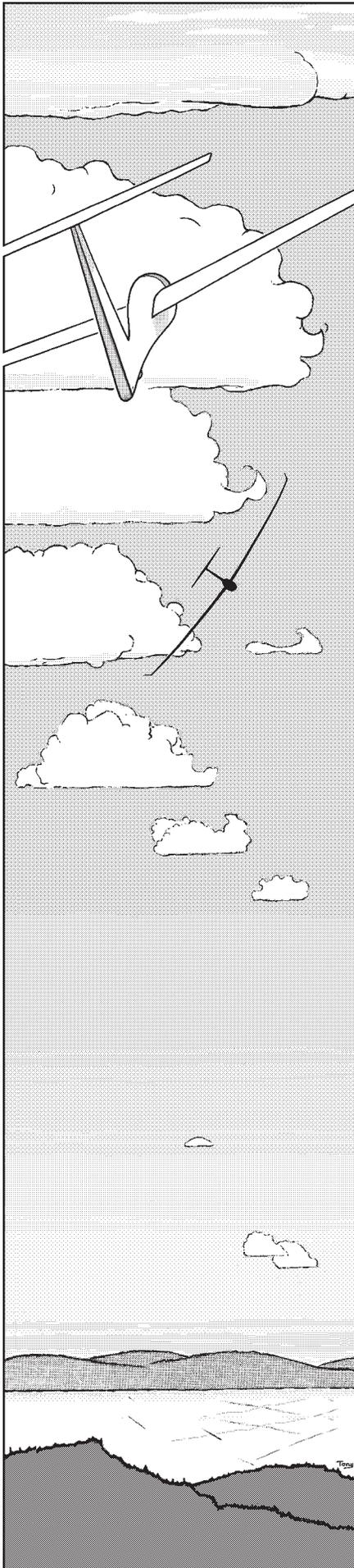
This January, two of our pilots will be flying in what will be, for them, a successful pre-Worlds contest. I hope you will join me in supporting their effort in every way possible. The Worlds will be in Australia in January 1987. One way or another (preferably financially) we and members of the team should support their commitment. Tax deductible donations through SAC is the best way I know.

I think that it is also very commendable that Manfred Radius of York Soaring flew in the World Aerobatic Soaring Championships in Austria this past summer at his own expense. He placed 17th out of a field of 32 in what I understand were poor, inhibiting weather conditions. Well done, Manfred.

Finally let me say that I hope to see all of you in Vancouver at the AGM in March. As always, in the meantime — fly safely, well, and as often as the weather permits.

Enjoy the journey,

A handwritten signature in black ink that reads "Bob". The letters are cursive and fluid, with a large, sweeping 'B' and a simple 'o' and 'b'.



free flight • vol libre

Trademark pending Marque de commerce en instance

1/86 Jan-Feb

The journal of the Soaring Association of Canada
Le journal de l'Association Canadienne de Vol à Voile

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Cover

The wave's view of the pilot. Andrew Jackson of Edmonton took this fine self-portrait in his Libelle near 29,000 feet in the Cowley wave this fall. Are we having fun yet, Andrew?

HERE'S WHAT'S BOTHERING ME

Dixon More

As I see it, SAC delivers a number of services to and performs certain activities on behalf of its members. To my eye, the number and quality of these activities and services has not changed substantially over the past ten years. But the cost of delivering them has increased alarmingly. Consider the following numbers:

The 1978 budget contained expense items totalling \$28,600 (see **free flight** 6/77). At the same time, SAC had 1732 members in 1978. Now let's repeat that exercise for our most recent year. The 1985 budget contains expense items totalling \$134,415. We had 1313 members last year so we are planning to spend \$102.37 per member this year. This bothers me and I think it should be bothering you.

Don't get distracted by discussions about government grants or about pre-tax versus after-tax dollars and so on. That stuff is just smoke and mirrors intended to confuse the unwary. The plain, unvarnished truth is that in 1985 SAC spent six times as much per member as it spent in 1978. How much of this increase is attributable to inflation? One popular measure of inflation is the Consumer Price Index (CPI). The CPI indicates that from 1977 to 1984 prices rose by a factor of about 1.8 (from 67.9 to 122.3). In other words, if costs had merely doubled I wouldn't be writing this.

How did we get into this situation? Late in the 1970s, Karl Doetsch developed a very ambitious program of additional activities and services to be undertaken by the SAC. Most of these could be implemented only if we could get additional government support. This is all spelled out in Karl's excellent article in the June '77 issue of **free flight**. In order to have somebody working full time on getting that additional government support, Karl persuaded us that we needed a full time "manager". In this article, Karl also points out that this manager would need a part time secretary. Very little was said about him also needing an office. At the time it seemed likely that he would be able to persuade the people at Fitness and Amateur Sport to give him free space in their big building.

That didn't happen — and it's not going to happen — and an office now costs SAC over \$1000 a month. Those increased government grants — well, they didn't happen either; and aren't likely to. More to the point, we have learned in the meanwhile that those free handouts carry a pretty high price-tag. But that's not all that didn't happen. Those additional activities and services — they didn't happen either. No sir, not one! I'll be happy to go through the list with you. Not one.

So what did happen? Well, for one thing, that part time secretary has turned into two full time people plus a sophisticated computer system. (Yes, Jean. I know that SAC isn't paying Mark's salary. But that's more smoke and mirrors. One could argue that if we pay Joanne's salary out of our block grant she wouldn't be there either. No, no Jean, Mark is there. I met him. I shook his hand. He's real — and he's there). So at first glance it would appear that we have three people and a computer doing the work that Terry Tucker did working part time. Of course that's silly — Terry did a lot of work, but not that much. The point is that everybody knew Terry was overworked and underpaid — exploited to be blunt about it. But that made it easier for Terry to recruit volunteers to take on some of the workload ... those jobs that don't absolutely have to be done by "head office". From the time that we appointed Jim Leach to be our first full time "executive director", this process has steadily reversed. More and more of the myriad little jobs that were being done by volunteers have found their way into head office (the list of contest letters for example).

Before I conclude, there are a couple of final points I want to make. Firstly, I have no personal animosity toward Jean Matheson. Jean is doing exactly the job she was hired to do, namely, to continue the work started by Jim Leach to expand the office in order to accommodate the increased membership and expanded activities anticipated in Karl's proposal. Secondly, I have been accused of wanting to dismantle the SAC. That's silly. Not to put too fine a point on it, I have recently made a personal investment of \$1000 in a lifetime membership in SAC. To suggest that I now wish to do harm to the organization or, indeed, to diminish it in any way is absurd.

Which brings us (at last) to the point of this letter. If it's possible for an organization to shoot itself in the foot, then that's what we seem to have done. From the extensive list of activities contained in Dr. Doetsch's proposal we seem to have selectively adopted those that increase costs without expanding or improving the service we deliver to the member — the guy who is paying the bills. It seems clear that this process will continue unless the SAC Board decides to stop it. Do we have the will to do so? □

A rebuttal to this guest editorial appears in "Opinions".



The SOARING ASSOCIATION OF CANADA

is a non-profit organization of enthusiasts who seek to foster and promote all phases of gliding and soaring on a national and international basis. The ASSOCIATION is a member of the Royal Canadian Flying Clubs Association (RCFCA), the Canadian national aero club which represents Canada in the Fédération Aéronautique Internationale (FAI, the world sport aviation governing body composed of national aero clubs). The RCFCA delegates to SAC the supervision of FAI related soaring activities such as competition sanctions, issuing FAI badges, record attempts, and the selection of a Canadian team for the biennial World soaring championships.

free flight is the Association's official journal.

Material published in **free flight** is contributed by individuals or clubs for the enjoyment of Canadian soaring enthusiasts. The accuracy of the material is the responsibility of the contributor. No payment is offered for submitted material. All individuals and clubs are invited to contribute articles, reports, club activities, and photos of soaring interest. Prints (B & W) are preferred, colour prints and slides are acceptable. Negatives can be used if accompanied by a print.

free flight also serves as a forum for opinion on soaring matters and will publish letters-to-the-editor as space permits. Publication of ideas and opinion in **free flight** does not imply endorsement by SAC. Correspondents who wish formal action on their concerns should contact their SAC Zone Director. Directors' names and addresses are given elsewhere in the magazine.

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President R.I. Carlson
Vice President H. Tilgner
Executive Director & Corporate Secretary Jean Matheson
Corporate Treasurer Jim McCollum
SAC Office Secretary Joanne Hagar
SAC National Office
485 Bank Street, 2nd Floor
Ottawa, ON K2P 1Z2
(613) 232-1243

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est une organisation à but non lucratif formée de personnes enthousiastes cherchant à protéger et à promouvoir le vol à voile sous toutes ses formes sur une base nationale et internationale.

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Chacun est invité à participer à la réalisation de la revue, soit par reportages, échanges d'opinions, activités dans le club, etc. Un "courrier des lecteurs" sera publié selon l'espace disponible. Les épreuves de photos en noir et blanc sont préférables à celles en couleur ou diapositives. Les négatifs sont utilisables si accompagnés d'épreuves.

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EDITOR

Tony Burton (403) 625-4563
Box 1916
Claresholm, Alberta T0L 0T0
Address for courier service:
c/o Claresholm Local Press
Claresholm, Alberta

COMMERCIAL ADVERTISING

National Office (613) 232-1243

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5

OPINIONS

TRANSPORT RESPONSE ON MEDICAL REPORTING

Dear Mr. Carlson:

Thank you for your letter of 25 September 1985 concerning Bill C-36, Section 5.5, an Act to Amend the Aeronautics Act. As Minister of State for Transport, I am now in a position to provide you with a more detailed reply.

I have noted your view that most doctors or optometrists do not possess sufficient knowledge of aviation medicine to decide conclusively whether or not a patient's condition constitutes a hazard to aviation safety. The department is sensitive to this concern, and, as a result, a reporting mechanism is being developed in collaboration with the Canadian Medical Association which involves the distribution of an information kit to doctors and optometrists on the application of Section 5.5. This kit encourages a physician-to-physician type of consultation in cases where the examining doctor discovers a serious condition in the holder of a Canadian aviation document.

The section provides that the report should be made to a medical advisor designated by the Minister in order to ensure that the final decision on the potential impact on aviation safety of a reported medical condition will be made by appropriate experts in the department. It is hoped that the information package will go a long way toward preventing the recording of minor or purely temporary medical conditions in license holders.

A further concern relates to the fact that pilots might delay seeking medical treatment of a condition for fear of losing their license. After extensive analysis of information obtained from both private and governmental sources, the department has concluded that there was not sufficient evidence to support the contention that the medical reporting provision would result in a deterioration of the health of pilots subjected to the provision.

The medical reporting provision was included in the Bill because a small but significant minority of pilots have concealed hazardous medical conditions during required medical examinations and, in some cases, their state of health has caused aviation accidents. In a number of cases, the family physician knew of the condition but did not report it to the licensing authorities for fear of legal or disciplinary proceedings. There have been recommendations from at least four coroner's juries that there be some mechanism for reporting medical conditions.

After serious and exhaustive consideration of all the factors involved, it was decided to include the provision concerning medical and optometric information in Bill C-36. This provision was also debated in the House of Commons during Second Reading of Bill C-36 and was approved by the Standing Committee on Transport after hearing evidence of all points of issue on the matter.

I hope that my comments will be of assistance in clarifying Transport Canada's position on the matter and thank you, once again, for bringing your views to our attention.

Yours sincerely,
Suzanne Blais-Grenier

SOMFAY REBUTS MORE

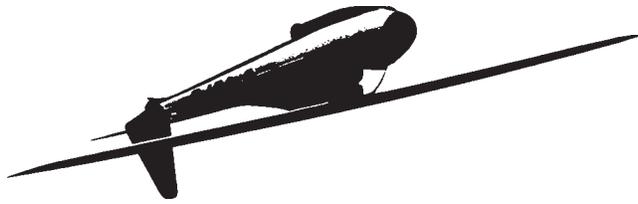
It is difficult for me to be motivated by negative forces. Positive, helpful, assisting, nurturing thoughts and actions will find me an ally.

There must be a SAC of national prominence, a collective voice and representation, and it must have the appearance to match it (I cannot and will not talk major sponsors into spending money for a "basement" operation). If all the work is done in a decentralized manner we will never get our act together. All significant sports activities must be professionally managed in order to thrive, grow and benefit all concerned. Success breeds success. People flock to sports or activities that they can identify with as winners. The "basement" operation promotes burnout and discontinuity.

SAC needs more help from the professionals, not less.

SAC fees as an issue is a "red herring" in my view. An **updated look at our objectives** may be the real issue; in which case, let's have recommendations as to what needs to be done, have the Board decide on goals and devise methods of getting to them, and evaluate each year. If we want to be successful at a soaring task, we must set the goal, work out our strategy, organize crew, anticipate the weather, make changes as we need and go for it — that's how cross-country is done, isn't it? If we fail, we try again, learn and get going, if I take Dixon's letter to be serious, then I must assume that cross-country flights are not possible or not worth it, given the trouble and the cost of gasoline and phone calls and possible crop damage, etc.

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THE FIRST WORLD CHAMPIONSHIP IN GLIDER AEROBATICS

Manfred Radius
York Soaring

Manfred began soaring in 1961 in Hamburg, West Germany. He has logged over 1000 hours in sailplanes and made over 3000 flights. He is a Class I gliding instructor, has the glider aerobatic instructor endorsement and instructs aerobatics at York Soaring, and is a member of SAC's Flight Training and Safety committee. Manfred was the only pilot to represent Canada at the world championships in glider aerobatics, and he has competed three times in the German Glider Aerobatics Championship in 1977, 1979 and 1981. He is also an experienced skydiver with over 600 jumps, and also enjoys alpine skiing and amateur ski-racing.

The first World Championship in Glider Aerobatics is history now. The location of this event was Mauterndorf, in Austria. Mauterndorf is an old, beautiful settlement with a long and colourful history, 112 km south of Salzburg on a high plateau in the Lungau.

The airport and its excellent facilities, at a lofty 3674 feet asl, belongs to OFAG Aerosport, a commercial operation. It is also the home of a gliding club, the Lungauer Sportfliegerclub. Surrounded by the majestic mountains of the Alps, the airport is flanked to the north by the Moserkopf (6237 feet), to the south by the Mitterberg (5187 feet), and to the west by the Grosseck (6678 feet) and Speiereck (7910 ft). Amidst this breathtaking scenery, 32 pilots from ten nations gathered to measure their skills. Regrettably, before the contest began, Daniel Zanitzer from Luxemburg fell ill and was unable to compete. So 31 competitors from nine countries were left to do their thing. Two of these pilots were women: Nancy Blank of USA, and Dr. Angelika Machinek of West Germany.

August 25 and 26, 1985 were scheduled to be the official practice days. However, bad weather with plenty of rain and even snow on top of the Grosseck and Speiereck prohibited all flying.

This didn't prevent the opening ceremonies to be held right on time. At 1900 hours, August 27, a festive procession led by a band and a group of guardsmen dressed in their historical costumes began to march from the airport towards Mauterndorf. Each team was identifiable by their national flag and a plate displaying their country's name, carried by local schoolchildren.

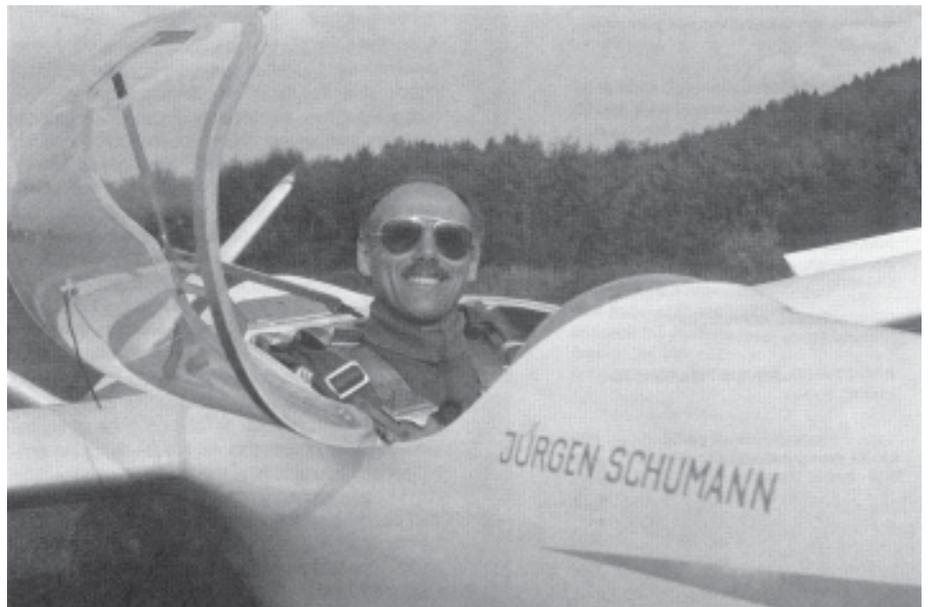
On arrival at the town hall, we were treated to a dancing display by two short puppets with huge heads, and a historical 18 foot tall figure. After two barrages of an honorary salute by the guardsmen, the team members and invited guests gathered in the town hall, where welcoming and well-wishing speeches were held and where the championship was declared officially opened. Delicious food and drinks were served, and the music of a folk orchestra and a choir demonstrated a part of Austria's rich culture, as well as this beautiful country's hospitality.

Finally, on August 28, the weather had improved and the official training was to begin. As determined previously by a draw, I was first to fly. The female Polish Wilga pilot gave me a lift to 4300 feet. We encountered strong turbulence which I found to be near the safety limit. The second pilot, Sandor Katona from Hungary, reported the turbulence to be beyond acceptable limits. For safety reasons therefore, official practice flights were cancelled for this day.

The morning of August 29 greeted us with a clear sky but strong winds. A weather flight with a towplane confirmed our suspicions, it was still too turbulent for safe aerobatic flight. But during our morning briefing, meteorologist Dr. Hermann Trimmel predicted a diminishing of the winds during the day. At this briefing, Contest Director Karl Berger demonstrated his humour even under trying circumstances. Those three pilots who were involved in the attempted official practice flights the previous day (the female Polish towpilot, Sandor Katona and myself) were jokingly declared "official test pilots", and each awarded a bottle of "turbulence water" (a delicious fruit brandy called "Luftikus", specially labelled for the championship), and a T-shirt featuring the contest logo.

Finally at noon after a three-day delay, the official practice flights for each pilot began. Three towplanes were used: a Robin Remorqueur, a Piper Super Cub, and a Wilga. The actual contest flights began on August 30, at last. All competitors demonstrated the first Known Compulsory Program. Jerzy Makula of Poland won this program, flying a Kobuz-3, followed by Ludwig Fuss, West Germany, in a Lo-100. This Friday evening we had the opportunity to celebrate the results of the day. We enjoyed a big party with good entertainment in the huge tent which was erected at the field.

The beautiful weather on August 31 and a smooth contest organization allowed two programs to be completed: the first Free



Manfred is ready to go in a Salto borrowed from Ursula Hänle, its designer.

Program, won by Marian Bednorz of Poland, followed by Ludwig Fuss; and the first Unknown Program, led by Jerzy Makula with his countryman Marek Szufa in second place. The Free Program is composed by the competitor. It may use only maneuvers from the "Alfa Catalog", which is the source of maneuvers and coefficients for all programs. All pilots flew the second Known Program on September 1. This round's winner was the former German champion, Ludwig Fuss, with Marian Bednorz close behind.

While a disturbance approached, we repeated the Free Program. When Les Horvath's (Estrella, USA) turn came up he encountered rain. This, of course, was good reason to abandon the flight. In fact, without beginning to fly his program, Les descended quickly and landed. Due to rain, no more flying was possible for the remainder of the day. The second Free Program, which had been flown by most pilots, unfortunately could not be continued, and was finished the next day, September 2. One of the judges (who judged most of this round the previous day) had replaced another judge only for the weekend, and could not stay longer due to other commitments. Since CIVA (the International Aerobatic Committee) rules don't allow judging of one program by different judges, those flights for the second Free Program had to be nullified. So it was decided that we continue with the second Unknown Program. After most clouds had moved out in the early afternoon, an attempt was made to begin with this program. But clouds took residence right in the box, thus preventing any competition flights.

September 3 was the last day of the contest. However, low clouds didn't allow us to go on with the schedule. The weather improved sufficiently to do some demonstration flying for the public, and to take the opportunity to fly different types of gliders, but no competition flights were made.

At 1800 hours the closing ceremonies began at the airfield. We were honoured by the presence of the President of the FAI and his charming wife (who, incidentally, was world champion in parachuting several years ago!). After the winners had been presented with their medals and trophies, the festive procession, as in the opening ceremonies, marched again towards Mauterndorf. In the town hall we were treated once more to the legendary Austrian hospitality, and the championships were officially closed.

Weather permitting, all competitors would have made six flights, with the highest scoring pilots flying their Free Program a third time in their final seventh round. The minimum to be flown for the championship is three programs. So we can consider ourselves lucky to have completed four rounds in this poor 1985 summer.

Since this was the first ever world championship in glider aerobatics, the new CIVA rules and regulations, as well as an amended Sporting Code, were applied for the first time. But these rules and regulations had to be designed first, which meant many hours of hard work by some dedicated people. Two of these are the present German champion Helmut Laurson, official-in-charge of glider aerobatics in the German Aero

Club and the Contest Director Karl Berger. Both are the only members of the new CIVA subcommittee for glider aerobatics.

A special mention is deserved for Victor de Beauclair, chief judge. Through his efforts, glider aerobatics came back to life in Germany, and he was largely responsible for the first German Glider Aerobatic competition in 1974. Without his calls to compete then, it is unlikely a world championship would have been held now.

As I mentioned earlier, all maneuvers were selected from the Alfa catalog (rating system Alfa for glider aerobatics). This catalog (which contains hundreds of aerobatic maneuvers and their coefficients) had been used for the German Glider Aerobatic Championship, and it was now accepted for the world championships. Credit for creating this indispensable work goes to Heinz Clasen, judge for many glider and power aerobatic competitions.

For the excellent organization and running of this first world championship in glider aerobatics, I would like to thank the Austrian Aero Club, Contest Director Karl Berger, OFAG Aerosport, The Lungauer Sportfliegerclub, the airport manager Horst Strondl, the 'chief of operations' Ernst Erreich, the members of the Jury and International Jury, meteorologist Dr. Hermann Trimmel, the two dedicated computer programmers and operators, my crew John Lumley and all those unnamed men and women, boys and girls, whose contributions made this memorable event possible and a success. □

AIRCRAFT FLOWN

Lo-100 — This wooden glider has a wing span of only 10 m, and a Vne of 290 km/h. Its best glide ratio is 25:1 at 85 km/h. It features flaps, and has no dive brakes. This highly maneuverable glider is considered the most favoured aircraft to the championship.

Kobuz-3 — At 14 m wing span, this Polish glider has a Vne of 350 km/h and a best glide ratio of 25:1 at about 98 km/h. It's constructed of wood, has not very effective dive brakes, and is stressed for +7 and -5 G. The Kobuz-3 or the Mü-28 are the second most favoured gliders for the championship.

Mü-28 — Using a shortened Mosquito fuselage, this one-of-a-kind fibreglass glider has 12 m wing span which can be increased to 14 m with tips. It features a unique automatic flap mechanism, has a Vne of 380 km/h, and is stressed for ±10 G. Its best glide ratio is 27:1 (12 m) at 95 km/h, or 30:1 (14 m). An improved, lighter version has the potential to become the best acrobatic glider.

H-101 Salto — This beautiful fibreglass sailplane has a wing span of 13.6 m (extensions are available). It features a V-tail, a drag chute and trailing edge dive brakes. The Vne is 280 km/h, best L/D is 35:1 at 90 km/h. The load limits are +7G to -5G.

Aerobatic maneuvers are more difficult to fly in the Salto than the Lo-100. To do well in a Salto, one needs a lot of practice.

Pilatus B4 — Constructed of aluminum, it has a wing span of 15 m and a best glide ratio of 35:1 at 85 km/h. Vne is 240 km/h. Although the B4 is a fine aerobatic glider, due to its slow roll rate, undersized rudder and reluctance to do snap rolls, its pilots are the most disadvantaged at an aerobatic contest.

HOW THE CONTEST IS RUN

For each program, the sequence of flights is determined by draw the day before. The program must be performed within the 'aerobatic box' or 'performance zone', which is a cube of 1000m in each direction. The base of the box must be not less than 200m above the highest obstacle underneath it. Since the terrain under the box rose towards the nearby Moserkopf, we were towed to a height of 1300 m above the airport.

Each time the glider leaves the box and flies beyond the 50 m grace given, 30 penalty points are deducted. No points are awarded for a maneuver flown entirely outside the box, or in the wrong direction.

Five judges, under supervision by the Chief Judge (Victor de Beauclair) observe the

performance from a point well to the side of the box. A score of 0 to 10 (perfect) is awarded for each maneuver, as well as for 'harmony', 'use of space', and, in case of the Free Program, also 'versatility'. This number is later multiplied with the coefficient of the maneuver (a number indicating the degree of difficulty). The results of these multiplications are processed by computer according to the Bauer-Tarasov formula. This formula is designed to facilitate the fairest possible scoring, and eliminates favouring or disfavouring of pilots by a judge. It also allows the monitoring of the performance of judges.

Indispensable for the world championship is the International Jury. The chairman of the nine person jury was the CIVA president James Black. The duties of this jury include the supervising of the contest to ensure compliance with the rules, accepting official complaints by team members and the composing of the two unknown programs for maneuvers proposed by each country's Chief Delegate.

At the championship, World Champions are crowned in these categories:

Overall
Known Compulsory Program
Free Program
Unknown Compulsory Program
Team competition □

THE PARABLE OF THE VISITOR

by Helix

from Australian Gliding

It came to pass that in those days there lived in the land a good man. For many seasons he had toiled mightily in his fields tilling the earth and selling at the market and thus he had a fine dwelling and a good wife and tall sons and a splendid chariot which his neighbour did covet. And he had many oxen and manservants and a clutch of maidservants who were the fairest for flaming miles and whom everyone did covet, yet his heart was heavy within him.

At each harvest he would render up tribute to Caesar and would set aside for a day when the heavens might weep talents that the Tax Collector kneweth not and still his heart was heavy.

So he took unto himself the daily scroll, wherein it was written of a Tribe that were keepers of a Mystery. And he counted his talents and found their number fair so he straightway went forth from his dwelling unto a place which was called Club that he might understand the Mystery.

At the gates of Club he met a guardian of the Tribe who took him hence to the Chief Scribe that he might be examined and his worth known to the men of the Tribe. And he found favour in the Chief Scribe's eyes and had set before him scrolls on which he made his mark that he would keep the laws of Club and would not cause Club to be cast out into the wilderness if the Mystery claimed him.

And the Chief Scribe demanded of him many shekels, this part for the feeding of the beasts of the air and this part for a new temple at Club and this part for more tribute to Caesar.

The man tore his beard and gnashed his tooth (for he had but one) and wept saying that he already paid tribute to Caesar and the number of the shekels in the tribute was iniquitous in the sight of men and God.

And the Chief Scribe wept with him but took his shekels for he was a wise man and knew of the wrath of the tax collector scorned. And he gave unto the man a talisman scribed with wings that the man might be known to other members of the Tribe in far lands.

And the man was taken forth and given unto the priests and came nigh unto the beasts of the air. And a priest who was called Duty-Inst said unto him, "Behold, Man, the lilies of the airfield. They spin not neither do they weave and verily I say unto you that Solomon in all his glory would have sold his last camel to have one of these. I will show you a mystery, for they are forged from that which you may see through and yet they are paler than Sheba. They are forged with great wisdom and cunning and have unto themselves the strength, I say, of a small private place made of brick. And they go forth through the heavens as it were on rails for many leagues."

The man looked upon them and he was pleased for he saw that they were fair. Then from the North there came the sound of a rushing mighty wind and a cloud came nigh unto the man wherein could be seen the likeness of a beast called a Stinkwing and the man grew sore afraid but the priest Duty-Inst said, "Fear Not", and took him forth into the heavens behind the Stinkwing and shewed unto him the Mystery.

For that season the man strove greatly and knew the Mystery. He took unto himself many scrolls of Truth written by High Priests of the Mystery from far lands and he grew wise.

And in the fullness of time he knew that the priests of Club sinned, for there was an inner mystery that they had shewn him not. Thus he went straightway to the priest Duty-Inst and demanded of him that he be shewn the inner mystery.

The Duty-Inst said unto him, "Behold the lilies of the airfield, they spin not and I cannot shew unto you the inner mystery. And the man said unto the priest that he was sorely afraid for the frailty of the flesh and must gird his loins with knowledge of the inner mystery, and the priest answered him not.

Then the man grew exceeding wrath and cried out in a loud voice where he may be shewn the inner mystery, and the priest answered him saying, "Thou must go unto a place called Anotherclub and seek out



... and have unto themselves the strength of a small private place made of brick.



...was taken forth into the care
of innkeepers...

beasts of the air from ancient times and there thou must look for one beast which it is said doth truly spin and weave. And though shalt take unto thyself a new name and thou shalt be called Visitor." Then the priest went away from the man with a heavy heart for he knew that he had sinned.

So the man went forth and journeyed for many days and many nights and drew nigh unto Anotherclub. And a guardian met him at the gates and took him in that he might be examined by the Scribe and his worth known.

And the Scribe brought forth scrolls on which he made his mark that he would keep the Laws of Anotherclub and would not cause Anotherclub to be cast out into the wilderness if the Mystery claimed him. And the Scribe demanded of him many shekels, this part for the feeding of the beasts of the air and this part for a new temple at Anotherclub and this part for tribute to Caesar.

And the man smiled and shewed unto the Scribe the talisman by which he would be known among the Tribe. But the Scribe also smiled and said that the life had gone from it.

Then the man rent his garment and generally let it be known that he was getting pretty hacked-off with Administration. And the Scribe wept with him but took his shekels, giving unto him a talisman which was Temporary.

Then the man was taken forth unto the priests that he might be shewn the inner mystery in a beast of the air which had the name of a creature that laugheth like a fool. And he was given up unto the priests under the name of Visitor-Watchit.

And a priest who was also called Duty-Inst took him hence into the heavens and shewed unto him the inner mystery. And when the inner mystery was revealed the man trembled and grew sorely afraid not knowing where he was, nor where he was

going, nor could he remember that which he had been instructed and took on as it were the stillness of a pillar of salt.

And Duty-Inst spake unto him in a loud voice of anger saying, "Get your bloody hoof off the left pedal — that's why we are spinning, Idiot!", but Visitor-Watchit heeded him not. Thus the beast of the air descended from the heavens and the womenfolk of Anotherclub wept and the menfolk turned aside and the High Priest did wail and lament that his beast would be bent.

And Lo! Duty-Inst laid hands on Visitor-Watchit so that he cried out and gave back control and the beast came safely back unto the earth.

Then the priest Duty-Inst was taken forth into the care of innkeepers that he might be comforted and Visitor-Watchit was brought before the High Priest See-Ef-Eye who commanded that his wounds be bound and spake unto him saying, "Thou hast lived in sin too long and thy wickedness is legion. Thou art possessed by the demon Ignorance and thou shalt come in unto my charge and I'll bloody straighten you right out."

And thus for four days and for four nights Visitor-Watchit laboured with the High Priest in the heavens above and on the ground which was below the heavens. In divers beasts of the air and from scrolls of truth and on boards that are black.

And he performed again that which is Basic and learnt about that which is Secondary and the demon Ignorance was cast out. And on the fifth day the High Priest sat in judgement in the heavens and Visitor-Watchit found exceeding favour in his eyes.

Thus the High Priest drew nigh unto him and said that from henceforth he would be known as Visitor-Mate. And the man rejoiced and went forth from Anotherclub to his own dwelling and to his own family.

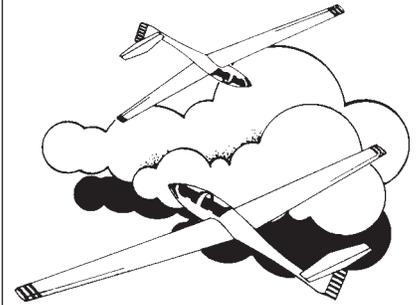
And the man straightway sold his dwelling and his fields and his oxen. And his menservants he did put aside (but his maidservants he did not put aside) and with his wife and his sons and his splendid chariot he went hence to the country wherein was Anotherclub and there he made unto himself another dwelling and toiled in other fields.

And at each harvest he would render up Tribute to Caesar and he would lay aside talents of which the Tax Collector kneweth not and his heart was light for there was no fear in him save that of the Tax Audit.

And Anotherclub became known to the man as Myclub and Myclub knew the man severally as Visitor-Mate, Goodonya-Member-Mate and in the fullness of time as the new High Priest See-Ef-Eye.

And unto him was brought one day a man who was called Visitor-Watchit from a far land where the lilies are fair — but that's another story and this sort of thing could start getting repetitive. □

AN INVITATION



Arizona Soaring Inc.

ad

aerobatics courses

at Estrella

LOW LOSS INSTRUCTING

PART 5 — LAUNCH FAILURES

Tony Hayes

Adapted from
Australian Gliding

Over the years, accident statistics continue to reflect a steady incidence of serious damage and injury from mismanaged launch failures.

From the training viewpoint we are once again looking at instructors almost entirely controlling the amount and quality of exposure a pupil will receive in this area, therefore how we teach takes on a greater practical importance than what we teach. At this point in a pupil's progression, any teaching structure is, for once, less dependent on the interlocking of previous exercises being used as a base.

Decisions and action generated by launch failures require skills which must already be present before the exercise is even attempted. For this reason, plus the fact that launch failures do not advertise their coming, instructors tend to view the exercise primarily as a checking rather than a training procedure.

From a low loss viewpoint this may create more problems than it solves, although this might not be immediately apparent — let's see why.

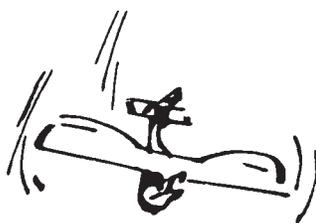
VIEWPOINTS AND OBJECTIVES

Objectives of launch failure training are quite straightforward. The glider must be recovered from a situation of potential risk, possibly requiring actions we have previously told the pupil they may not do (eg. 360 degree turns at 400 feet).

In some failures, recovery will occur under considerable subjective time pressure. A failure at the critical decision height is (initially) the most difficult judgement exercise the pupil will meet in training, with the least amount of time in which to perform it. "Will the glider really stop in the remaining space? Have I really got enough height to turn safely?" There may be a treeline at the end of the strip to underline the importance of the first decision and steadily diminishing height from which to turn if you take too long thinking about it.

Should the exercise be sprung on a pupil on the strength of a briefing alone? Instructors may care to dwell on what should undoubtedly have been the most important lesson they learned on their instructors course — subjective appreciation of time is dependent entirely on experience.

How often did we feel that if we had only a little more time we could have done so much better, while our instructor was probably wondering what all the delay was about.



Although the concepts in this article are applicable to any form of launch failure training, winch/autotow failures are used as a main base.

It is a valid and important memory for an instructor to carry throughout his teaching life, for his pupils will so often come under the same pressure in attempting to translate unfamiliar theory into practical skill. It may in fact be the most significant factor in launch failure training.

There is a real possibility that the pupil's most enduring memory of a launch failure recovery is one of furious mental activities coupled with the rapid control inputs. The instructor's view of the exercise does not matter, if that is what the pupil has "learned" then that is how he is likely to react — 20 hours and 100 flights later — not realizing that his experience now makes him very fast indeed, much faster than the glider is able to accelerate.

So, in terms of objectives in launch failure training, we move into a subtle area which is dependent on viewpoint. Is the prime purpose of this training for the pupil to demonstrate his ability to recover from a launch failure as part of a ticket to fly solo? Or is it a form of mental conditioning in which the activities of the instructor are based on the forecast experience, interests and complacency of the pupil as a solo pilot in a year's time? This may appear a little abstract, it has to be expressed in real terms.

SPREADING THE LOAD

There are two critical areas in launch failures which generate the majority of accidents. First, a non-recognized power failure between ground and 90 feet approximately, leading to a stall/spin situation. Second, a 250–400 foot failure of any kind where a decision is made to initiate a turn, again leading to a stall/spin condition.

If we wish to match our initial training to a pilot's possible "mindset", these weak areas provide something tangible to work with.

A low level failure may typically see a pilot, slightly complacent as cable breaks are few at this club, concentrating on obtaining a good height from which to go soaring. The pilot's mind is firmly on flight objectives, not the process of getting up there. The winch then runs out of fuel. There is no sudden bang or jolt as in a cable break, the pilot is rotating back against a declining airspeed, rotation may even have begun early and the glider is quite steep relatively low in the wind gradient. Even at this stage the pilot may still hang on and wave for more speed ...expensive noises commence.

Preventive instruction is quite straightforward. It begins as soon as launch training is started and it should be instinctive to be monitoring adequate airspeed against increasing climb angle by the time the pupil is at this stage. Post-solo, the instructor uses fault finding and invites comment from pilots on every deviation from normal launching procedure which may be uncovering changing pilot attitudes. Finally, every club should have low level power failures as an automatic part of its procedures.

However, as our forecast pilot attitude is one of inattention, then initial training should provide the maximum establishment of available cues which will act as warnings. This exercise is therefore one you do not initially surprise the pupil with.

HOW MUCH TRAINING?

First, do not waste your pupil's time and money unnecessarily. Trim off the minor losses. Recoveries may be taught in isolation at the top of launches, preserving the majority of the flight for other work. On hot days, use the morning before soaring starts when everyone is still fresh. Do not ignore days of low cloudbase — you do not need much height, you are operating when you otherwise might not and you are not wasting soaring time on better days. If appropriate, obtain double value from exercises; for example, you could add on a reduced or no brake landing after a simulated failure. You are going to have to walk anyway.

Having established instinctive recovery actions at height, move into simulated failures from around 600 feet which gives a total exercise and something of a circuit as well. Then, a straight-ahead situation from around 250 feet, working in conjunction with the pupil. A carefully briefed, low level power failure could follow and then an equally pre-prepared 400 feet critical decision height failure should be introduced. All things being equal, as solo is approached checking may start with an unannounced low level power failure. Preferably the same day as first solo, a critical decision height check should be made, this is the most difficult of the failures and there is no guarantee that it will not happen on that first solo. The pupil must demonstrate that he is able to deal with it with the added benefit of doing so in the condition in which he will be flying alone.

The above sequence is the bare bones. More may be required and yet it is already expensive in terms of time and labour — five good walks resulting.

We must accept that accidents are more expensive in every department and this area of gliding continues to generate them. If we compromise with payment today we are only helping ensure that someone will later pay a heavier price, with interest.

CONCLUSION

Launch failure training is just that — primarily training, not merely checking. We should no more contemplate springing a simulated failure on a pupil using only a briefing as a base than we would abruptly spin the glider and expect the pupil to recover because we had talked about it on the ground. There is a powerful incentive to continue refining basic training and post-solo supervision until we obtain a combination which may eliminate launch failure generated accidents almost entirely.

Maybe, as this article suggests, we should see launch failure training in a broader, overall context — firming and standardizing exercise delivery techniques, thus making our achieved performance more definable and future development more certain and effective. □

Next month — Off-field landings, from a different viewpoint.

Once turning, virtually all the pressure has gone. There is time for conversation, pointing out how much time is available to monitor speed/height and have a final check of where the glider will be touching down.

Arrange it, discuss it and then let the pupil fly it. He will absorb every scrap of information going. Any comment the instructor makes will then be seen in context, not distorted by the haze following high effort activity which the exercise may otherwise produce.

A critical decision height failure is something of a reversal of power failures. In these cases accidents tend to spring from the pilot not so much being behind the action, but acting too rapidly. He may make hasty decisions, then attempt to implement them before the glider has a chance to pick up speed, or lose control in an attempt to avoid colliding with the planet in a 360 turn it was imprudent to commence.

There may be several reasons for such accidents beyond what superficially appeared to cause them — residual impressions from training, lack of precautionary mental preparation, out of practice with the exercise, etc. One hopes it is not launch point fixation and the pilot is automatically trying to go back there for another go!

Solutions are again straightforward. During initial training, establish mental attitudes which will avoid undue haste later. This may be achieved in three prime ways:

1. Reduce pressure on the pupil the first time he meets the exercise so that he has a clear idea what it looks like from the driver's seat.
2. Provide a cue which will immediately channel decision making into safe activity.
3. Choose your words and do not introduce distraction which may be used as main cues later.

CRITICAL DECISION HEIGHT FAILURE

Continuing from the above, the following might happen in practice. The pupil is briefed and clearly told what is to come plus the decision factors involved: wind, etc. The pupil will fly and the instructor will make the decisions aloud. At 400 feet, off we go. Attitude recovery, cable release pulled twice, and now we can see over the nose. Question — Can we land straight ahead? Answer — Marginal. Question — Are we high enough to turn? A. — Yes, 400 feet. Q. — Are we fast enough to turn? A. — Nearly, attitude, OK, speed 45 and rising. Command — When able, enter steady turn to the left, with the wind. Response — Activity.

In this manner the pupil is receiving maximum value from instruction. Forewarned and briefed, his mind is clear, decisions and activity rates obvious. The prime cue, "Can we land straight ahead?", channels decision-making to Yes or No (simple) as opposed to, "What do we do now?" — (variable and complex). The safety decisions (height/speed) automatically follow. Meanwhile, time is being productively used, it is not being wasted, and the glider is accelerating from its recovery attitude change.

Distraction may be introduced to this exercise by using terms such as "modified circuit". Although the instructor's handbook indicates a circuit as sufficient height from which to complete prelanding drills, this could cause confusion in the pupil's mind at this stage of training. Let's face it, anyone who attempted to fly a "normal" circuit from 400 feet in the centre of the airfield, pointing at the winch, would be skinned alive. Terms such as "orbit" or "360" are more suitable descriptions, indicating that our purpose is to lose height in a controlled manner without progressing further up the airfield.

The higher the failure occurs the larger the orbit becomes until the glider may indeed turn off onto a downwind leg and make a base leg turn at the normal 500 feet.

LAUNCH FAILURES AND TRAINING RATE

This series began with concentration on the importance of maintaining pupil motivation. While this has continued to be implied, the subject has to be addressed directly again in this area of training.

Launch failure training occurs towards the end of the training syllabus. This has advantages and disadvantages. In the early days motivation may be high while the easily learned basics are experienced — there is a constant flow of something new. Later, in the advanced judgement exercises that stretch out over many flights, the pupil feels in command of the situation but the instructor is showing no signs of sending him solo but neither is anything new being provided which might assist. Training will appear to have stagnated into repetition for no apparent purpose. This is a great drop-out area, with many pupils giving up when so close to their goal.

To perform launch failure recoveries, the pupil must have the skills already present. He is effectively a pilot being given a final protective polish. Instructors may respond to this and hasten the pupil too quickly towards the first solo, now so close at hand. Without really realizing it, training methods become reversed, launch failures are translated into a checking exercise with a pupil being under fault-finding on an exercise which has not even been demonstrated, let alone practised.

Two things may now happen: The pupil may pass the check but have insufficient exposure to the area, leaving weakness that may surface later; alternatively, the pupil may not do well and become further discouraged as even at this late stage he is still unable to satisfy his instructor. However, if launch failures are approached as they should be, as training exercises, then they may be spread out more over the final part of training and not only provide some variety in activity, but also be made to complement other judgement exercises the pupil is then receiving.

THE 5TH WORLD CHAMPIONSHIPS IN FOOT-LAUNCHED SOARING

Stewart Midwinter

Stewart describes the current progress in competitive soaring with hang gliders.



Stewart Midwinter

Innsbruck, and only 30 km north of the famous Hahnenkamm downhill ski run on which Canadian skiers have been so successful. Thirty-one nations were represented, with 210 pilots entered in the event. Canada's team members were chosen on the basis of their best six competition results of the past two years.

The sport, the craft, and the pilots have come a long way since the first (unofficial) world championship held in 1975 at Kossen, where the champion's winning flight took eight minutes down a ski hill. At this year's contest, the competitors (80% of whom were cut after one week) flew a total of 49,000 km and logged 2000 hours in 1400 flights over two weeks of cross-country flying — all without injury or accident. The longest individual flights were about 175 km, with some pilots in the air for up to eight hours, at heights to 11,500 feet.

Today's craft have drum tight Mylar-and-Dacron wings whose shape is retained by 30 or more aluminum-and-fibreglass ribs on the top and bottom surfaces. Some models sport "variable geometry" devices to slightly alter frame geometry and thus mid-span twist and handling characteristics; loose sail for easy handling in thermals, and tight for straight-line glides. Other pilots use "french connections", mechanical linkages that amplify the effect of weight shift for roll and pitch. Though hang gliders now have glide ratios of 10-12:1 (much better than the 3-4:1 of a decade ago), this is still pitifully poor compared to a sailplane. I can hear some of you asking, "Why even bother trying to go cross-country in such a limited performance craft?" Well, for one thing, the retrieve isn't as long. Also, hang gliders can be flown over terrain where sailplanes could never venture, for outlandings can often be made within an acre of ground, or even in trees, with little or no damage. And, flying more slowly is like riding a bicycle rather than a motorcycle.

Most pilots fly in the prone position, in a streamlined pod whose "bomb-bay" doors can be closed after launch to keep the pilot warm and clean, drag-wise. The harness contains pockets for ballast and a parachute, which may be deployed like a drogue chute if required. All competitors fly with a vario, digital altimeter, compass, often a radio, and, of course, a helmet.

At the meet, the pilots were split into four groups and flew from four different sites to

allow launching at pilot's discretion during an "open window". Tasks were essentially triangle course to a goal, but as pilots were scored on distance alone, there was an infinite loop (usually a 20 km triangle) to be flown in the vicinity of the goal if the course were completed. On the poorest days, distances achieved were only 10 to 20 km, but as much as 175 km on the best days. By comparison, the world open distance record is 356.5 km, set in California's Owens Valley. A streamlined map case attached to the control bar was definitely an asset for navigating the courses, and turnpoint photos were demanded.

In Canada, sailplanes and hang gliders rarely mix, but for me one of the joys of the meet was seeing many sailplanes in the air, especially in the Pinzgau valley south of Kitzbühel, just on the north side of the Alps. One day, I found a thermal and suddenly had five Open class ships circling around with me, taking huge wide circles while I held to the narrow core, easily out-climbing them. A few minutes later, they seemed to tire of the game and disappeared off into the haze as quickly as they had come, leaving me behind.

Another day, a pilot in a 15m ship and I got so close to each other in the thermal that he had to take his hat off to keep me in sight. I actually felt his tip vortices on one circle. That was fun flying!

The Tirolean Alps offered some spectacular scenery, and I would recommend the area for anyone wishing to do a little unpowered sightseeing. We found late May to provide good weather, but I can provide a detailed weather analysis of the whole season for those interested in a trip over there. At the end of a day's flying, one can always find a field in which to land next to a Gasthaus for a cold beer (I admit this may be a bit harder in a sailplane).

At the end of the contest, the British emerged triumphant, followed by the Australians, Canadians, Americans and West Germans. In the individual standings, John Pendry of Great Britain edged Steve Moyes of Australia by only 6.5 km (less than 1/2 km per day!), while Canada's Randy Haney surprised many observers (but not his team mates) by placing third in his first world championship.

The next world championship takes place in Australia in December 1987, at Mount Buffalo National Park. At that meet, pilots may be towed up as well as foot launched, as towing technology and techniques are improving; Gerard Thevenot just set a new European record of 262 km after an airtow on a post-frontal day.

Let's all look forward to a good season of cross-country in 1986! □

The eight man Canadian team returned in June from the 5th World Championship in hang gliding, jubilant at having captured the Bronze medal in both the team and individual standings, and at having narrowly edged out the better-financed and more confident American team. The biennial event was centred this year around the town of Kossen, Austria, about 100 km northeast of

CROSS-COUNTRY CLINIC AT CHIPMAN

John Firth
Flight Training and Safety

Some years ago, Ian Oldaker invited me to become a member of the Instructors panel, as advanced cross-country coach. To do my bit, I presented some ideas on the form and content of a possible SAC course. It was then suggested that I might visit the London gliding club on my next visit to England, and get some first hand advice from John Jefferies, who had run a number of very successful courses. He was very helpful. With considerable enthusiasm I designed a one week course to suit our local conditions and pilot expertise at the Rideau Valley club. Unfortunately, it never got off the ground as we could not rent a suitable two-seater for the coach and we were unable to interest enough participants with suitable ships on short notice.

In the spring of 1985, the Alberta Soaring Council, who were experienced at running informal task flying weekends, decided to try something more structured and invited me (at even shorter notice) to coach task flying at Chipman. The opportunity was interesting so I flew out for the first week in June. Mike Apps had already done some of the boring preparatory work, such as sending out notices to Western pilots, and had negotiated for the hire of the Marsden-designed Gemini.

I was particularly glad that Gemini (a high performance glider with two front seats) was available, as I had already discovered the great advantages for instruction with the side-by-side seating position in our club RHJ-8.

NOT YOUR AVERAGE 2-SEATER

With its full span slotted flaps, 18 metre wingspan, 10 lb/sq ft. loading, and modest landing flap, Gemini is not at all your average two-seater, and I had hoped to go straight to some practice flying. Unfortunately, the ship had not been in regular use so there were some instrument and radio problems to be sorted out. Still, by 6 pm the second evening, I did get airborne with Dave, and found out that it is a very demanding glider to fly — but perform it does, up to 15 metre standards — if you don't have to do much turning! The control wheel combined with very heavy rudder takes some getting used to (as many of the course members found out later) but with flaps in, the 10 lb wing loading really makes it go.

Of course, with typical gliding luck, the week started off with very good weather before we were properly organized to take advantage of it. On the first day, many pilots set off on a 500 km O&R attempt — on their own. I did manage to find one volunteer to accompany me in Gemini on a modest 250

km triangle to have a look at the local area, but the rest of the gang were off doing their own outlandish things.

NEITHER A FOLLOWER NOR A LEADER BE

No sooner were we pilots organized, than the weather stopped cooperating. Even so, that first day, three gliders and Gemini scratched around a 200 km task, and two pilots with Gemini did a (conservative) final glide for the first time. Both started out with some trepidation but were amazed at how easily they got back. You gotta have faith! I found out that Gemini is far from ideal for the task of shepherd since one cannot both lead the competent and help the lame simultaneously. With only modest and decidedly speed limited (not limiting) drag flaps, it took a while to lose even a couple of thousand feet. One needs to be able to descend rapidly to help stragglers find lift at lower altitudes.

Next day it was made clear that there had to be more cooperation if this coaching week was to be a success, and we devised a game plan. The twelve participants were divided into two groups: the experienced ones led by Apps and Marsden, in ASW-20 and DG-200, would fly a fairly ambitious task, and the neophytes, some of whom had not been cross-country, would be shepherded by Gemini, carrying a pilot selected from the hat.

COURSES ANYONE?

Ian Oldaker
Chairman, Flight Training and Safety

In 1986 courses will again be offered for aspiring instructors in the west and east, and also for the first time at CVV Quebec where Denis Gauvin, newly appointed Director, will give the course in French.

The Flight Training & Safety committee has an aerobatics course outline (and instructor rating requirements) now available to interested parties. Manfred Radius has been appointed a SAC Course Director for aerobatic courses in particular, and any group or club interested in such a course should first contact him through the National Office. Competition/cross-country courses will also be organized, on request, with John Firth as our competition Course Director.

Plan now for 1986. Details of these and other courses will appear in **free flight** from time to time — but now is the time to make grant applications to your provincial associations, provincial sports departments or clubs if they are available.

RIISING TO THE OCCASION

As the week progressed, and the weather became more capricious (worse), some pilots allowed themselves to become discouraged and withdrew from the set task. This was a pity, because on two days they missed some really interesting, even splendid flying — the sort which teaches you a lot in a short time.

Firstly, a 100 km triangle in 30 knot plus winds and blue thermals to 8000 feet msl, which Gemini flew in under two hours without great trouble. This was followed by another windy day — by midafternoon, and after a lot of hard work in broken and difficult thermals on the second flight of the day. With Bruno Schrein aboard as the volunteer ballast, Gemini climbed into the thermal wave the clouds had been indicating for the last two hours. We climbed to 12,000 feet and spent two hours on a high altitude flight, culminating in a meeting with the DG-200 at 10,000 feet.

This clearly made the point — if you are serious about becoming a really good pilot you should not give up on tasks which appear (from the viewpoint of the inexperienced) to be impossible.

FALLING DOWN ON THE JOB

On the next day, while shepherding a bigger group around a 200 km task, I also learned something interesting, which had not occurred to me before. On days when the weather is cycling fairly rapidly, the experienced pilot plots a course ahead which subconsciously he feels he can achieve; when constrained to wait for others the game plan goes awry, as the lift along the intended course dies before the last of the group reaches it. This happened several times to my chagrin, and once resulted in Gemini struggling to stay aloft, while the "sheep" caught the recycled lift and passed overhead, no doubt feeling very smug.

I found too that though I can read eastern weather rather well regarding lift strength and distribution, I tended to be over optimistic about the lift around Chipman, which resulted one day in a landing near the first turnout.

THE COMPENSATION OF NETTO AND A HOT SHOWER

Since the weather discouraged participants from staying away from the comforts of home in the evenings, only one seminar (on variometer systems) was organized. It was surprising to me to find that among the group of aspiring diamond badge pilots, there were still a few who did not really understand how essential a good Total Energy system is in a modern sailplane. Most were unaware of the advantages of netto compensation on the vario with the speed-to-fly ring.

At any rate, this course must have been a success, since I have been invited back to have another go in 1986. By then, the new ESC clubhouse, with heat, showers and washrooms will be in operation, so perhaps more pilots will stay overnight and evening workshops will play a larger role. I look forward to it with anticipation. My thanks to all who extended hospitality during my stay. □

GGNX IS A 1-26

Dave Clark York Soaring

It had been a good flying day with lots of thermals, almost impossible to miss. After the last glider had been stuffed into the hangar and most of the pilots were sitting around having a beer and telling lies about how fast they had climbed, the talk gradually died down to an occasional grunt and some speculation about what tomorrow would bring. Then after a long silent spell, the Oldtimer asked, "Did you guys ever hear of the funny event at the Nationals of 19--?"

Silence. "Well..." said the Oldtimer...and here is his tale:

"I was kind of a hot shot pilot in those days, and I decided to enter the Nationals. Open class, of course. This would be maybe my third contest, so I was about to sweep the field and show the other guys how to do it.

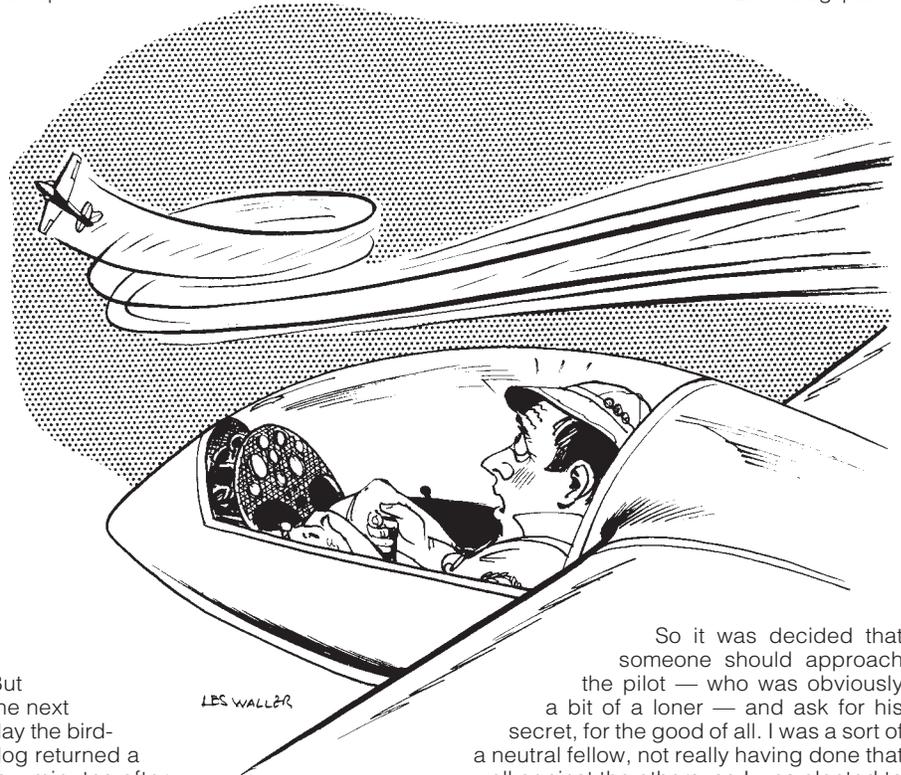
Well, the first practice day was a good one, lots of lift and lots of cu to mark the thermals. Everyone is excited and getting their ships on the line. All the well-known names in the game were there — you would recognize their names at once. Their ships were profiled and sealed and instrumented with the latest. I knew I was going to have to do some flying to get anywhere in that crowd, but pressed on.

But with all this fancy glass around, who should come along but some fellow who wants to enter with a 1-26. No crew. "At least", he says, "give me a chance to see what I can do...like an unofficial entry."

There wasn't any rule against it, so they let him go on the practice day, taking off at the end of the line so he wouldn't clutter up the gaggles on course. After about an hour, one of the hot favourites called in one mile out, and while nobody did any calculations, it was apparent that he had made good time around the course. But a few minutes later this guy in the 1-26 calls in that he is about to go through the finish gate. No sweat he probably got half way to the first turnpoint and then had to retreat home. But he did get turnpoint photos developed, and they showed that he had gone right around the course. Nobody thought much of it though, because they were all looking forward to the promising contest of the next day. I guess the contest manager figured the stranger had cooked the photos somehow, but if he wasn't in the contest, what the heck.

Well, the first day was a boomer and lo!, our *hors concours* 1-26 comes fifth, with good photos. Nothing wrong, but somewhat unusual. The glass ships should have been at peak performance. And the next day it's nearly the same thing; I think he came in third.

The glass guys are now getting a bit worried, and there is a lot of speculation about what is going on. So on the quiet, the Contest Director nominated one of the pilots to leech on the 1-26, kind of follow him around the course and see what tricks he was up to.



But the next day the bird-dog returned a few minutes after the start gate closed, kinda shame-faced because the 1-26 had outclimbed him, and had then turned into the sun and disappeared.

In the secret discussions that night with the contest management, it was agreed that it was no sin to be outclimbed by a 1-26, but the pilot was obviously one hot shot nobody had heard of before. How could he climb so fast and get away? The best suggestion was that he had filled the 1-26 with bags of hydrogen. Ridiculous, of course, but nobody had any better idea, and there were worse ones. That night a few fellows slunk over to the tie-down area where the 1-26 was parked in the open and gave it a thorough inspection. No bags. No concealed engines. Just a very-well finished aircraft, with all gaps minimized. Excellent fit on the canopy and the turtle deck.

So in the wisdom of the contest task committee, it was noted that if one person couldn't keep track of the 1-26, then perhaps the whole field could. So all the contestants

were given strictly secret instructions — everyone to note time and place of 1-26 sightings. Sure enough on the following day, after the 1-26 had come in to an unofficial first place, the sighting reports were reviewed. They were all similar:

"Just ahead of me, 500 feet below, at the first turnpoint."
"Managed to follow him for 30 miles. He didn't circle once. Hardly ever seemed to pull up, but he sure wasn't sinking much."
"Beat me to the second turnpoint, then turned for his photos, and streaked off." And so on.

By this time, everyone is wondering just what the hell is going on. Is the guy cheating? How — new airfoil? Low drag paint?

So it was decided that someone should approach the pilot — who was obviously a bit of a loner — and ask for his secret, for the good of all. I was a sort of a neutral fellow, not really having done that well against the others, so I was elected to make the approach the next day. You can bet I went to bed wondering just how I was going to investigate this phenomenon. Well, I needn't have worried. The next morning there wasn't a sign of the 1-26, or the pilot. I guess he felt he had made his point, and quietly folded his tent and vanished. The contest went on as planned, with the expected high scores from the high performance planes. But in the write-ups of the contest, you never read a word of this thing which I've told you...too embarrassing all around."

Another long pause. And then a question, "Did anyone ever find out who he was? Or how he managed to fly like that?"

"Nope. Maybe he discovered a new flight mode. Maybe it was mass hysteria, like flying saucers. Or maybe it was just the fantasy dream of a 1-26 pilot."

And with that the Oldtimer went off to pat the nose of GGNX, as was his wont before leaving her for the night. □

CREATIVE VAGUENESS

or “This is Valcourt, isn’t it?”

Kemp Ward
Champlain

Admire the noble pilot, skillful, intrepid, even steely-eyed, adjusting his knee-pad note book and charts before the worshipful eyes of lesser mortals. Regard the dignified wave of gloved hand signalling throttles open. Tug the forelock as the slender ship lifts past, wheel snapping up, disdainfully. Yearn at the distant tow, the dramatic release, the swift departure on course.

As you walk back to the flight line to await your turn, you imagine yourself in the modern cockpit, tenaciously flying the last dying leg, coolly surmounting daunting obstacles, and calling in your arrival in confident tones. Many eyes envy the daring swoop over the field; awed acolytes assist you from your ship.

See the actual event: the hopeful pilot sits in his glider, the chart and plastic bag bunched under one leg, his banana lunch shoved under the other. After release he hobbles to cloudbase, tip-toe-tests the nearby air, then plods away. Later, on the field, his friends watch the overdeveloping sky and know the pilot is listening to the last chirps of his vario. They wonder where his outlanding will be, or if he’s safely down.

Are you the latter pilot? There must be hundreds of us Dodos driven by this crazy presumption to emulate the eagle’s flight. There is a way; however, another way to play the game and win, thanks to the fertile and devious mind of William Satire, an American writer.

In his book, “*On Language*”, Satire speaks of “Nouveau Vague”, or creative vagueness. TV weather forecasters, he writes, no longer use the word “rain.” It has been replaced by “precipitation activity”, a foggy expression covering everything from fine mist to a forty-day downpour. Satire adds that airline stewardesses announce, “Welcome to the New York area”, giving the pilot an alibi in case he mistakes La Guardia for Newark.

Here is how creative vagueness can be applied by you, the average soaring pilot, to relieve unhealthy tensions caused by ambitious demands and Boris Karpoff, our FAI badge officer. No longer need your hair grow greyer as, with tense legs, you plunge through sinking air to photograph a turnpoint. Even local flights can be bur-nished to dazzle your friends and rivals.

Although adopting this principle means throwing overboard serious badge attempts, in their place blossoms a new world of carefree and ego-inflating flying.

We all recognize that this concept is not new to the soaring fraternity. Where is the pilot who has not claimed an 800 feet per minute thermal when actually it was only a lucky turn or two in his usual blundering climb? Do you know of a designer whose new glider was not a spectacular success? And can you remember the delight you felt upon discovering that real pilots set their altimeters at sea level readings rather than zero? With this bonus every altitude gain leaped upwards hundreds of feet. Not only that, but as you reminded everyone who would listen that you had outclimbed them in the last glorious thermal of the day, you could now casually add those extra feet to your boast, commenting, “ASL, of course,” and irritate them further.

Later, as your soaring experience increased, you began exploring the country two or three thermals from home. How natural it became to add up all the distances you and your trusty glider had wandered during the summer afternoons, producing an astonishing number of miles flown. Thus embellished, your log book provided you (in pensive winter moments) with stirrings of undeserved pride.

Creative vagueness may have other benefits than image-boosting. In another form it can lead to spontaneous adventures. As an example, I give you Paul (wrong-way) Dorion’s first cross-country flight. Several weeks ago Paul, one of our members, found himself finally at the ragged crest of the house thermal about to enjoy the accomplishment and the view. But from 5400 feet he could see no trace of Champlain’s airstrip or of nearby Roxton Falls. A slanting mist hid familiar landmarks.

He clung precariously to his altitude (ASL!) as the wind carried him further and further away. Soon he could see forested mountain slopes approaching, so from his uncertain height he began a nervous search for landing sites amongst the farms within range. The “au vache” outlanding was forestalled by the implausible appearance of a little white plane scurrying over the town below. It disappeared behind a hill, and suddenly Valcourt airstrip material-



ized before his eyes as if from a magician’s wand. Lindberg’s landing at Le Bourget was not greeted by a more appreciative crowd.

Cross-country ramblings like this one are enjoyable, and can be made even more rewarding by creative map reading. Mis-identifying Asbestos for Thetford Mines for example, can add about 130 km to a flight, increasing your ground speed to impressive levels. And now you have metric measure stretching your claims, 1.6 times! If you are shamelessly corrupt you may even mark out your flights in kilometres, but report them as miles. This can change your reputation in no time ... either way.

But now we are treading on dangerous ground, thus a word of caution. Advantage of innocent gaffs may be taken by the alert pilot, but he must never be guilty of disreputable schemes to create false impressions of great soaring skills. On the other hand, a whole-hearted application of creative vagueness can turn an ordinary year into a season Walter Mitty would have been proud of. With practice, all us run-of-the-mill pilots can transform our summer’s flying (and winter’s dreams too) into sagas of heroic proportions. □

COMPLACENCY: A PILOT'S DILEMMA

William E. Evans III, M.D.
former flight surgeon

COPA Flight Safety Bulletin

On final approach the fighter was observed to be low, and the pilot radioed that he was going around. Subsequently, the jet assumed a nose-high attitude from which the pilot was unable to recover. The low ejection was unsuccessful.

Was this a low-time pilot transitioning to a high-performance aircraft? Negative, he had 3000 jet hours and 700 in type. The accident board found no mechanical cause for the accident. The flight surgeon ruled out physiological problems. What stress contributed to the pilot factor that caused this accident? This was a mature, highly proficient pilot. The weather was clear, there was no other traffic; the pilot had logged eight hours of sleep and even had a full breakfast. The common psychological side-winders such as disorientation, preoccupation, sensory overload, habit interference, and distraction were called forth and discounted. One major factor emerged as the single most significant contributing cause — complacency.

In this case the harmony between man and machine had been lacerated by a most insidious factor. This *factor fatale* comes in a variety of disguises. Sometimes it poses as boredom, at others overconfidence, and at still others, it's indistinguishable from carelessness. The usual name applied to the factor is complacency. It is a state of mind characterized by contentment. In this respect it is unlike other mental stresses; as a matter of fact, you might consider it a kind of antistress.

The origin of complacency is found in confidence, an indispensable trait for the successful pilot. All pilots have confidence levels which are determined by their past experiences, training and types of personalities. As a pilot's learning curve in a new machine begins to flatten out, decisions become easier and flying becomes more routine and automatic. Take the case of a pilot transitioning to a high performance aircraft. The stresses inherent in this transition period are a strong motivating force in the acquiring of the skills and knowledge necessary to master this new bird. As a combination of training and experience give rise to confidence, however, stress is no longer a factor and complacency fre-

quently moves in to fill the void left by stress. Complacency, then, may be defined as a state of confidence plus contentment. The higher accident rate for pilots who have 1000 to 3000 flying hours as compared to the lower rate of those with less flying experience is often explained by complacency.

The earliest effects of complacency are subtle erosions of the desire to remain proficient. The preflight becomes less complete and more automatic. This pilot is less attentive to the care of his oxygen mask and survival equipment. Items dealing with his personal safety (*like a positive control check*) are those most frequently neglected by the complacent pilot. In addition, because of his success in mastering his environment, he becomes increasingly likely to play a flight by ear rather than plan ahead for possible contingencies. It would appear that complacency is a state not too far removed from "Spring Fever". There may even be physical symptoms such as a gradual increase in weight and a general decline in physical condition caused by lack of attentiveness to physical programs. Like a pilot who suffers from hypoxia, the complacent pilot is unaware of the gradual

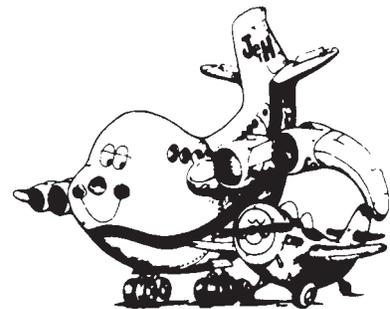
deterioration in his performance. He loses the ability for critical self-appraisal. His adrenal glands seem to have gotten drowsy.

Boredom and inattention are the chief cockpit manifestations of complacency. Fat, dumb, and happy sums up the condition better than any mouthful of erudite psychological terms. To make matters worse, complacency is reinforced by a squadron's good safety record and the acknowledged mechanical reliability of a particular airplane. Not infrequently a squadron goes for long periods without a major accident only to have a rash of incidents which can often be traced back to a complacent attitude. Instead of profiting from the incidents and accidents of others, the complacent pilot will say, "This can't happen to me." These cherished thoughts about one's immortality may bolster the ego, but they expose the flesh to a variety of adversities. Although complacency may be the cause of a major event like a mid-air collision or an episode of fuel exhaustion, for the most part it induces minor accidents and incidents. Taxi accidents and other minor ground incidents are frequently the result of a complacent pilot's actions.

Complacency is easier to prevent than cure. On the supervisory level it is essential to realize that some degree of complacency is inevitable in all pilots. The pilot may help prevent complacency by developing a very high standard of perfection, not only for his flying performance but for his physical and mental condition as well.

Because of the disarming nature of complacency and because it is associated with experience and confidence — both qualities of high-time pilots — it is a frequently overlooked factor. Increased vigilance and determination on the part of pilots and supervisory personnel are required to prevent its effects. □

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NEW ADDRESS ... NEW ADDRESS

THE EXECUTIVE DIRECTOR'S DESK

Jean Matheson
Executive Director

1985 was a year of considerable change and some frustrations in the National Office. Early in the year, Susan Gely left and was replaced by Joanne Hagar as secretary. Through one of the federal government's Youth Employment programs, Mark Robb came to us for work experience. Mark was successful in obtaining employment mid-December and we have been promised another student for "work experience" in January, 1986. We wish Mark well with his first "paying job".

SAC records were transferred, during 1985, to the new IBM-pc. This was mainly accomplished through Mark's assistance. Records have been checked and re-checked against information received from clubs and it is anticipated that the 1986 records will reflect a considerable improvement in accuracy. This will be, of course, contingent upon our receiving correct addresses in the first instance.

As Clubs will be preparing for Annual meetings at the time this issue of **free flight** is distributed — and there is a possibility of some new membership secretaries being elected, I am itemizing the information that we require in the National Office when new membership lists are submitted by clubs:

1. Name in full
2. Membership category
 - Club affiliated
 - Married couple. If the surnames differ, please identify the members.
 - Junior
 - Associate
 - Cadet
3. Male or female. As Sport Canada is currently requesting statistics on the percentage of females in each sport, it would be most helpful if this could be indicated on club lists. Additionally, some embarrassment could be avoided when writing to someone who has a given name applicable to either sex — Chris, Sandy, etc.
4. Most recent address — **complete with postal code**. In the past, some addresses have been received indicating a street and no city.
5. Solo or non-solo.

Application forms will be sent to each club for **new** members only. It is not necessary to complete forms for those renewing their membership.

The "half-rate" membership fee is applicable only to new members who join after September 1st of the first year of membership. There seems to have been some confusion in this regard in the past.

All pilots participating in the SAC insurance program must be full members of SAC. It is, therefore, most important that National Office membership records are complete.

Preparations for the SAC Annual Meeting are well advanced. The "Notice of Meeting" below gives location and date. After the January Board meeting, Notices of Motion will be sent to all clubs.

Recently, through the Publicity committee, the National Office obtained a copy of the video film "Quiet Challenge." This is available on both Beta and VHS, for a small rental charge of \$5 per week. The cost is to ensure that the film is returned quickly, as it is anticipated that it may be in great demand, as well as to help build up a fund to acquire a film lending library for members.

Copies of **free flight** are still being returned to National Office. This means some members are disappointed by not receiving their issues, and it is a cost burden on National Office for return postage. Following is a list of "undeliverables" from the mailing of issue 6/85. It would be helpful if anyone knowing the current address of these members would send it to National Office:

Walter Green	3740 - 5th Ave. Port Alberni, BC V9Y 4K4
Graham Cox	140 Wellington Street, Ottawa, ON K1P 5P7
Tracie Wark	277 St. George St. Toronto, ON M5R 2R1
Kenneth Evans	RR1, Box 81, Ottawa, ON K0A 2N0
Albert Charman	45 LaRose Ave. Weston, ON M9P 1A8
Kevin Towers	1107 - 4920 Sanders, Burnaby, BC V5H 1S9

Chris Dabolt	629B. Plumer St. Costa Mesa, CA. USA 92626
Kevin Sinclair	11 Granville St. Barrie, ON L4N 3K1
T. Podealuk	Box 164, Sandspit, BC V9T 1T0
Ian Sutcliffe	1136 West 37th Ave. Vancouver, BC V6M 1L9
Martin Schuster	1404 Yonge St. Apt.8 Toronto, ON M4T 1Y5
Richard Benoit	Box 156, Clarence Creek, ON K0A 1N0

We are starting a new year — with continued cooperation between National Office, clubs, and members, we should experience a year of growth, development and enjoyment working together for SAC.

THOUGHTS WHILE AGM-BOUND

You probably know of comments made this year about the direction SAC should be going — it's a hot topic again. It's been my observation that memory of the background of current events and SAC decisions is only as old as last year's minutes, if that.

*At this time of club AGMs, you must consider what guidance to give your delegate to the SAC AGM in order that **positive, concrete ideas** may be presented. If you are unhappy with some part of the system, have a **workable** alternative to put forward. Keep in mind though, the words of the old master mechanic, "If it ain't broke, don't fix it." Tony*

ARE YOU BORED?

If you have some extra time on your hands, there are two small (sort of) projects you could do on behalf of yourself and your fellow glider pilots in Canada. Taking on one of the below jobs will earn you the instant gratitude of our soaring fraternity.

1. free flight INDEX

You know how difficult it is to find a story, personality or news item from the back issues of any magazine. We should have, we need, a record of the contents of all existing issues indexed by subject and personalities mentioned. This is an ideal winter task for someone with a word processor. Either the SAC Historian, Christine Firth, or the editor have the raw material for you.

2. Clubs/Badges/Records DIRECTORY

Many members have found this listing of current club information, all Diamond badge holders and their flights, and all past Canadian record holders in each category particularly useful during the flying season. We need someone to take over the job admirably begun with the first edition by Ursula in 1983. All the background material is available from the editor. Perhaps with your help we can see a re-issue of the Directory in the new future.

If you are interested in either project, contact the editor.

NOTICE OF ANNUAL MEETING

The Annual General Meeting of members of the Soaring Association of Canada will be held at 0930 on Saturday, March 8, 1986, at the Broadway Holiday Inn, Vancouver.

Members will be notified of meeting rooms and ancillary events prior to the AGM.

Bob Carlson, President SAC



J.M. Matheson
Executive Director
& Corporate Secretary

HANGAR FLYING

CROSSING THE ROCKIES

Josef Gegenbauer
Vancouver Soaring Association

On 21 May 1985 I managed to complete a very exciting flight. It was not a very long or a very far venture, but the scenery was breathtaking and it was a dream come true. I crossed the Rocky Mountains from Invermere to Banff.

For the last four years a number of glider pilots from Vancouver including myself have met at Invermere, BC in the Columbia valley to do some cross country flying. We mapped out a few 300 km and one 500 km distance, and managed to do at least one 300 km a year. We have not made the 500 km yet, but got as close as 400 km. We flew as far north as Golden and to the south as far as Elko. We have not ventured to the east as there are no landing fields, and the risk is far too great.

Nevertheless I planned to cross one day into Alberta. I did consider going straight to Mount Assiniboine and from there to Exshaw and Calgary, or to go from Elko to Fernie and on to Pincher Creek. Well, it turned out a bit different. Just prior to our soaring week in Invermere, I drove from Edmonton to Banff, crossed via Highway 93 from Banff to Radium Hot Springs. Driving alongside the Vermilion river, just prior where the Simpson river feeds into the Vermilion, I noticed a dam right beside the river, the perfect emergency landing field I needed for a Rockies crossing.

A few days later the opportunity arrived. One day I landed late, it was 8:20 pm in

Golden, and we didn't get back to Invermere until 2:00 am. The next morning we had to fly our Cessna 180 to Springbank airport to get a glider radio fixed, and we arrived back at 1:00 pm. I still had to rig and did not plan anything big, other than a photo flight.

What a photo flight it turned out to be. I got aloft at 1505, and in 12 minutes I was at 10,000 feet, went straight to the back spine of the Stanford Range and flew towards the Radium-Banff highway. The thermals were strong and the cloudbase at 12,000 feet. I decided to go for Banff and radioed back my intentions.

The first hurdle was crossing the Kootenay valley, nice cu on the other side (just don't look down, there are only trees). I lost only 1000 feet in the crossing and found good lift on the other side, I went up to cloudbase again and headed north along the Kootenay valley on the Mitchell Range. Soon I saw the Vermilion river coming from the east and feeding into the Kootenay. I was dolphin flying now, and saw my emergency landing field from 12,500 feet. Following the Simpson river, I headed for the Sunshine ski area. To the north I could see Castle Mountain (formerly Mt. Eisenhower) and to the northeast the Bow valley. Soon Banff was visible with Lake Minnewanka in the background. I took a few pictures, called on the radio for an aero-retrieve and landed at 16:15 at the Banff airport.

A flight of 70 minutes, a mere 85 km, but what a feeling, what a day, what a beautiful country and what a flight!

JOURNEY LOG BOOK TO SHRINK

Transport Canada regulations are now being drawn up to allow the use of smaller journey log books to be carried on all flights. This has already allowed one Regional Office of TC to serve notice on a club that their exemption from the Air Regulation requiring carrying of journey logs in club training aircraft will not be extended beyond March 1986. Another club has been refused this exemption this year, although they had enjoyed the exemption for over 15 years.

Whether reducing log books to half size and then requiring them to be carried on all flights is progress, is a moot point. In this computer age one would hope for continued flexibility, particularly for local training flights. Clubs have been asked by us to comment, particularly to give details of current practice and of any recent negotiations with a local office, and to indicate to our Executive Director whether we should include this item in our ongoing efforts to limit the restrictions of proposed legislation in licensing areas. This is a continuing process which has been considerably slowed down recently by SAC budget restrictions and other government priorities.

We will keep you posted on SAC progress in these matters.

AIRPORT STATUS REVIEWED

Transport Canada is now reviewing the Aeronautics Act and is holding public meetings with all interested parties as various aspects of the Act receive attention. One proposed change is in the way TC defines aerodromes, and the consequent standards and rights associated with each class of airport.

SAC is acting to ensure that member clubs' facilities will not be adversely affected by the reviews taking place by the Aeronautics Act Task Force. President Bob Carlson has recently responded to TC on some aspects of their proposals. More information will be appearing in **free flight** as events progress.

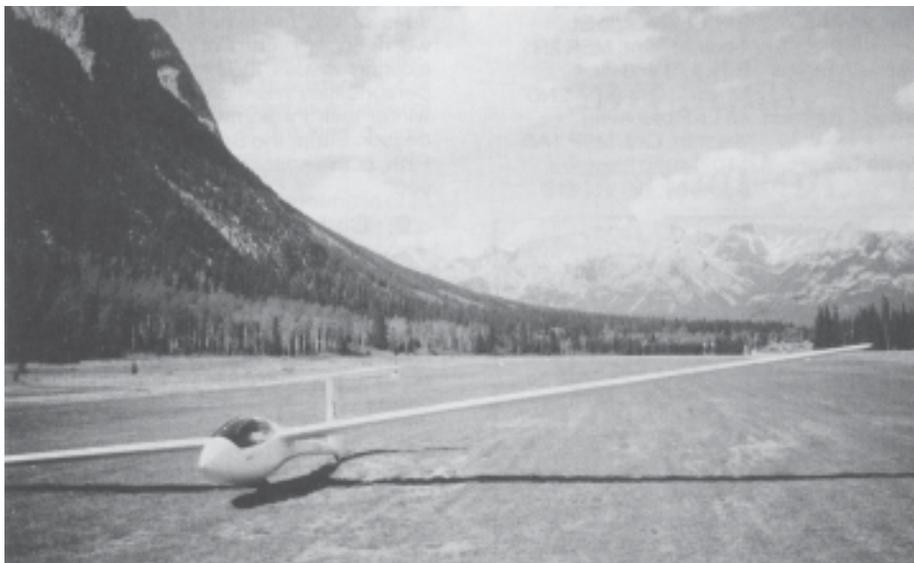
FAI WORLD RECORD AND CHAMPIONSHIPS NEWS

General aviation — Greatest load carried to 2000 metre: 171,219 kilograms, by Vladimir Tersky, USSR, flying an AN-124 on 26 Jul 1985.

Rotor planes — Autogyro less than 500 kg — With the new record of 190.41 km/h for speed over a 100 km closed circuit, Wing Commander K. H. Wallis of the United Kingdom now holds all existing (14) world records for distance, altitude, and speed in this class.

Microlight aircraft — New distance record of 707 km was set by M. Van Houtte of Belgium on a flight from Belgium to France. Previous record was 694 km.

Hang gliding — An O&R distance record of 326.6 km, set by Rainer Scholl of West Germany flying a flexible wing "Express".



Josef Gegenbauer

Joe's ASW-19 on the Banff airstrip.

CLUB NEWS

Parachuting — With the recent development of canopy contact relative work, one record being pursued is the largest “stack” (which must be held at least 10 seconds). Currently, the record is held by the USA, when a 28 person formation was composed on 22 Sept 1985.

Aeromodels — Control line speed (engine size less than 10 cc) — 326 km/h by Shen Xilin of China, Oct. '84. Control line speed (engine size less than 5 cc) 296 km/h by Anatoly Kakhaniuk of USSR, Aug '85.

Balloons — Hot air, capacity less than 6000 m³ — Harold Warner of Canada broke six world distance records with a flight of 1470 km on 26/27 Jan '85 on board a Cameron A-210.

Gliders — With the 750 km triangle speed flight of 158.4 km/h (previous record 143.6 km/h) flown in Australia by Hans-Werner Grosse out of Alice Springs, Grosse now holds all the triangle speed records, except one. The record for a 100 km triangle has been held since Dec '82 by Ingo Renner of Australia with a speed of 195.3 km/h.

On 14 Nov, Grosse lost his 300 km triangle speed record to a Swiss pilot, Beat Bünzli, who flew a course out of Bitterwasser, Namibia at 177 km/h in a DG-400 with its engine sealed shut. This exceeded the previous record by over 15 km/h.

5th Hang Gliding Championship — the event (see page 10) at Kössen, Austria has been recognized as the best in the history of the sport: 210 pilots from 31 countries flew 1400 flights without accident for a total distance of 49,000 km. Daily flights often reached 8 hours duration and more than 150 km.

7th Hot Air Balloon Championship — held at Battle Creek, Michigan by 100 pilots from 24 countries. The progress in precision flying is amazing. For instance, on 19 July, the following results were registered: distance to be flown was 5 to 10 kilometres and winds were 60 km/h at 100m height, and 38 at the 100 balloons placed their marker within 10m of the target centre, the winner scored a distance of 0.26 metre.

6th Parachuting Championship in Relative Work — held in Yugoslavia 15-25 Sept under excellent conditions. Four-way teams were sent by 20 countries and 8-way teams by 11. Canada was 2nd in the 4-way behind the USA, and 3rd in the 8-way behind the USA and France.

extracted from FAI Director General's Report, 16 Oct '85

924 KM IN ITALY

On 14 Aug, Walter Neubert of Germany flew an ASW-22 924 km of a declared 963 out of Rieti. The flight SE to the first TP followed the high ground, but over half the long second leg was flown west of track to parallel a sea breeze front. At day's end, he was east of Rieti unable to climb high enough to return, and landed at sunset. An Italian 1000 km is in the wings.

free flight 1/86

A. N. "CHEM" LE CHEMINANT 1907 – 1985

One of Canada's gliding veterans, "Chem" Le Cheminant, took off for clearer skies on Thursday, November 28th after a long and painful battle with cancer.

Chem helped to found the SAC in 1944 while still serving in the RCAF and remained active in flying activities on its behalf for the next thirty five years. Over this long period he served as either President, Director, or committee chairman almost continuously — his only relief being when he was posted abroad. During his second career as Chief Accident Investigator for the Department of Transport, Chem somehow found time to be part of the CASI Manpowered Flight Project and to complete the building of the two seat Canadian Harbinger (see FF 4/84). Most recently he has been writing a history of the Gatineau Gliding Club — which he also helped to found.

It was my privilege to work with Chem when he handed the SAC Historian's position over to me in 1980, and my pleasure to listen to his reminiscences and to read his careful notes.

With Chem's death we have lost a prime mover and an indefatigable worker, but, the SAC — his legacy to Canadian Soaring — lives on.

Christine Firth

KARS GETS WINTARIO GRANT

The Rideau Valley Soaring School, simply known to the cognoscente as Kars, has been awarded a \$10,000 grant from Wintario (the Ontario lottery money distributor) towards the purchase of the club's Grob Twin. This is a very valuable boost to the club finances, and Jim McCollum (also SAC Treasurer) gets the credit for slogging through the paperwork, meetings, etc. to bring the project to fruition. Kars expects to see the check early in the new year.

The club stats for '85 show 1236 flights, 267 being private ships, and 969 spread among the four club ships (2-33, 1-26, the above mentioned Grob Twin, and the RHJ-8 which is a tandem seat version of an HP-14). This year's award winners are Dugald Stewart for Student-of-the-Year, Jim McCollum for Instructor-of-the-Year, Peter Whitworth for Tow Pilot-of-the-Year, and Jane Midwinter for General (good) Joe.

extracted from the RVSS newsletter

the fine print

Note that the address and telephone number of our insurance agent has changed. See page 14.

CVVQ'S YEAR

This 1985 season has been very exciting for us at the Quebec Soaring Club, the main activity having been the running of the Nationals. We still talk about it very much here and we all agree that it was an enriching experience. It has mainly motivated us to go out and attempt more cross-country tasks, after seeing what was achieved in our region during the Nationals.

Our statistics have shown a clear drop in the number of flights and number of hours flown this year. This was due to a combination of factors, including bad weather (except during the Nationals), time taken to organize the Nationals (unavoidable), absence of wave during our wave camp (only 2 days out of about 20) and a sad impression left after the bad luck accident which occurred early in the season. Recruiting did not seem to be a problem, as the number of new members this year stayed steady compared to past years, but several people left, so an effort has to be made to keep those new people the following years.

We have had a new Silver badge and a Diamond distance completed along with several good attempts at the 500 km task, so our spirit is still very good. Now we all look forward to the next season, which should be quite promising, considering the experience each of us gained and the tuning our facilities have acquired, all providing Mother Nature cooperates a little.

Finally, the Nationals organizers were pleased to receive words of appreciation from Bob Carlson and Ulli Werneburg. The club also wishes to thank all those "outsiders" without whom our success could not have been as complete: the pilots, of course, the towpilots and the clubs which lent us their towplanes and also all the crew men and women who came along, with special mention to Jean-Renaud Faliu, our friendly visitor-official from the French Soaring Federation, who lent a helping hand and his good humour to everyone present.

Particular thanks go to George Dunbar, from Cu Nim in Calgary, who had the demanding and indispensable task of scorekeeping during the whole contest, and to Gerry and Evelyn Nye for the no less demanding task of running the start gate and reporting the weather, and who taught us everything they know, so we could try and manage without them next time. I must also mention the \$2000 we received from the Labatt Brewery and also \$1000 and other valuable services offered by the Culinar company for the Nationals. We all know how helpful these grants are, once the accounting is done.

Serge Krieger

OPINIONS

Jean and Joanne are barely keeping up now. I have my own secretary do all my own correspondence (at no cost to SAC) and when the volume increases and matures in the PR area I will hand it over to the National Office. I will need more help, not less. I cannot count on someone doing the work whenever they get time in between other stuff of their own. I need the help NOW. Staff can provide that help, not volunteers.

Business grows in leaps and bounds, often with no relationship to their existing clients, but in relationship to their projected market and in relation to the method they see as the best for reaching their goals. Often a business is greatly burdened by expenses in the beginning before they become profitable. We need to spend money to make money. We are gambling that our future is, and can be, and will be, bright and successful. If Dixon agrees with a bright future then let's work for it. Jean certainly has, and needs more support.

Finally I think its poor taste to "wash laundry in public". Dixon, if you question the performance of SAC, it implies mismanagement and lacklustre performance on the part of its staff. The Directors alone should and can assess their staff's performance in private. In business, we encourage and nurture our employees to greater heights for mutual benefit with rewards and constructive criticism. We do not question their existence in front of them or in general with the public. We are poor managers if we do. Do we really expect "100% plus" of their loyalty and effort after questioning their efforts thus?

My challenge to the nay-sayers is, "If you want it, work for it, support it, talk it up, help it, popularize it, discuss improvements and be part of the solution, not part of the problem." The fees will take care of themselves as a result.

Joe Somfay
Publicity Chairman

Bob Carlson has written a readable and detailed nine page analysis on items of SAC expenses and services referred to in Dixon's letter. It deserves a careful read. Your Zone Director has a copy. No club executive should be without it, as this subject will likely be a hot topic (again) at the SAC and club AGMs. Tony

THANKS FOR THE ARTICLES

Dear Tony,

I've been threatening a number of times to write and thank you and Ursula for various features in the **free flight** but kept putting it off. The latest issue with the reflections of Mike Apps on the Quebec Nationals and the letter by Ulli Werneburg on the same subject made me determined to write Mike and call Ulli. Then the article on your satisfying flight in the Rocky Mountain Trench left me in a nostalgic stupor which can only

be arrested by thanking you for your excellent magazine and in particular for your article.

The common theme of Mike's and Ulli's pieces was a tribute to the Quebec club's hospitality and the friendly ambience which complements their excellent site and truly beautiful surroundings. Is it not most fortunate that they had reasonable weather to display their excellent wares? I'm sure many people will have their eyes opened by their observations, and the Quebec club must be most pleased by the generous compliments. Isn't it pleasant when the time is taken to express well-deserved appreciations.

Gordon Bruce MSC

ON SAFETY, ON WINCHING

I was very sorry to hear of Jack Davies' accident — how awful that a rigging failure should have such a disastrous result.

I don't know how one can always be confident that all is correct. Familiarity is the enemy, I think. We at Bluenose have procedures for rigging and most private owners are very careful too, but there is always the chance of distraction and mistake. We have had three "incidents" this year which will be described in detail and forwarded to Ian — none are of fascinating interest to your readers, just not smart.

...noting the steady decline in SAC membership; if only more of the smaller clubs would set up a winch operation, they would see it profoundly improve their finances. The person from Gatineau Gliding Club who was buying Peter Myers ASW-20 was astounded at the quality of our operation, the heights we achieve, and the regularity with which our pilots find lift and climb away. We fly so much more, that I feel we are very current and therefore more successful...

Dick Vine Bluenose

ARE OUR ADS TOO LAME?

I was reading through a recent copy of England's *Sailplane and Gliding* magazine and came across an ad from a vasectomy clinic — "The everlasting alternative to the pill. Write today. Booklet by return. Plain cover." Perhaps SAC is being too conservative in the advertisers we approach?

I cannot decide whether the ad is a comment on the virility of English glider pilots, or on the proportion of farmer's daughters encountered on outlandings.

Brian Hollington VSA

ANNUAL REPORT CHANGES?

There has been considerable discussion recently on the \$5000 cost of printing the annual report for distribution to every member. Surely those who propose limiting the distribution of the annual report have their priorities reversed.

SAC exists to serve its members' interests. Those members must be fully informed about the activities of SAC if they are to provide intelligent direction to their representatives, the directors. For that reason, the old practice of mailing the Annual Report to every club-affiliated member was worthwhile. It was the closest that some members ever came to participating in an AGM. Now we have partially rectified the mistake of discontinuing this practice. Partially, because in many clubs, the only sure way to get a copy of the report to each and every member is to mail it. Why not have the National Office mail it directly?

Here are some suggestions which might help to reduce the cost of printing and mailing. Ask each person preparing material for the report to submit it typed, single spaced, with narrow margins. Omit information which is published in **free flight** anyway (eg. lists of FAI awards and records). Omit blank spaces. Now reduce the type to fit 2 pages on one legal size page and print the report as a 7" x 8 1/2" booklet. We have done newsletters this way, and it works well. These measures would have reduced the 84 page 1984 annual report to 13 sheets costing 500 to print and 680 to mail. Finally, program that IBM-pc so that married couple members receive only one copy per couple.

Does this make sense?

Jack Dodds
Erin Soaring

LIFETIME MEMBERSHIP IS A GOOD DEAL

Bob Gairn's letter re lifetime memberships misses the point. The goal of this program is to build up a pool of capital which will, in turn, generate a dependable flow of income for SAC. Benefits are strictly long term. But even in the comparatively short term of ten years that Bob considers it is clear that this program holds real promise.

Suppose, for example, that we could sell just five of these memberships each year for the next ten years. According to Bob's figures this would contribute \$62,338 to the pool (to get this number, add up the ten numbers in the second column of Bob's table, then multiply the result by five). That's more than SAC's entire net worth as of December 31, 1984.

But, of course, in order for this to happen, we first have to persuade the SAC Board of Directors to stop spending this money as fast as it comes in. If you care to look at Note #2 to the December 31, 1984 financial statements you will learn that SAC has "borrowed" \$9,057 from the Pioneer Trust fund. At that same time there was a total of \$9,162 in the fund. In other words there was actually \$105 left in the fund at that time. That is why this fund earned only five dollars interest during 1984. Apparently the money was used to buy that computer. One wonders why they didn't get a handful of extra floppy disks and spend it all.

Dixon More
SOSA

FAI BADGES

Boris Karpoff
 14 Elmwood Avenue
 Senneville, PQ H9X 1T4 (514) 457-9707

Between two business trips, I have now completed the processing of all claims on hand, and can relax a little. This summer and fall, the main problem was not with applications, but with the OOs!! They are not always checking the application properly or checking the current prices for processing, or pins in the "Supplies" section of the magazine. I will say more in the next issue for the '86 season. In the meantime, Merry Christmas and a Happy New Year to you all.

The following badges and badge legs were recorded in the Canadian Soaring register during the period October 1, 1985 and November 30, 1985.

DIAMOND BADGE

56	Walter Herten	SOSA	World Number pending
57	Mike Apps	Edmonton	World Number pending

GOLD BADGE

220	Bruce Friesen	Edmonton
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SILVER BADGE

724	Jamie Moreira	Bluenose
725	Michael Landry	Windsor
726	Bruce Friesen	Edmonton
727	Beverly Lewtas	Montreal

DIAMOND DISTANCE

Paul Kalmar	Vancouver	524 km	Jantar	Ephrata, WA
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DIAMOND GOAL

Iver Theilmann	Bonnechere	309.9 km	Hornet	Australia
Frederick Schreiner	Windsor	304.0 km	Ka6CR	Dresden, ON
Mike Apps	Edmonton	316.8 km	ASW-20FP	Chipman, AB
Jean Provencher	Quebec	315.6 km	DG-100	St. Raymond, PQ

DIAMOND ALTITUDE

Terry Southwood	SAGA	5400 m	ASW-20	Cowley, AB
Walter Herten	SOSA	5334 m	Jantar Std.	N Conway, NH
Bruno Schrein	Blue Thermal	6900 m	Blanik	Cowley, AB
Mike Apps	Edmonton	7072 m	ASW-20FP	Cowley, AB
Len Gelfand	Gatineau	5456 m	Jantar Std.	N Conway, NH
Bruce Friesen	Edmonton	6127 m	1-23	Cowley, AB
Alan Sunley	Edmonton	5730 m	ASW-15	Cowley, AB
Robert Binette	Montreal	5640 m	Libelle	N Conway, NH

GOLD DISTANCE

Iver Theilmann	Bonnechere	309.9 km	Hornet	Australia
Bruce Friesen	Edmonton	466.6 km	Austria	Chipman, AB
Jean Provencher	Quebec	315.6 km	DG-100	St. Raymond, PQ

GOLD ALTITUDE

Don Jessee	SAGA	4400 m	Ka6CR	Cowley, AB
Gary Paradis	RVSS	3353 m	PIK-20B	Sugarbush, VT
Bruno Schrein	Blue Thermal	Diamond altitude		
Bruce Friesen	Edmonton	Diamond altitude		
Alan Sunley	Edmonton	Diamond altitude		
Robert Binette	Montreal	Diamond altitude		
David Mercer	Gatineau	3292 m	RS-15	Sugarbush, VT
Albert Scott	-	3200 m	Skylark 4	Sugarbush, VT

SILVER DISTANCE

Jamie Moreira	Bluenose	52.0 km	Ka8	Stanley, NS
Michael Landry	Windsor	88.0 km	Ka8	Dresden, ON
Bruce C. Friesen	Edmonton	Gold distance		
Beverly Lewtas	Montreal	61.4 km	Skylark	Hawkesbury, ON
John Elsebrock	Caledon	105.0 km	1-34	Caledon, ON

SILVER DURATION

Maureen Goodspeed	Gatineau	5:17	Skylark	Pendleton, ON
Jamie Moreira	Bluenose	5:25	Ka8	Stanley, NS
Robert Murphy	Vancouver	5:25	Pilatus B4	Hope, BC
Bruce C. Friesen	Edmonton	7:26	Austria	Chipman, AB
Beverly Lewtas	Montreal	5:35	Skylark	Hawkesbury, ON
Christopher Caswell	York	5:23	1-26	Arthur, ON

1985 SAC COMPETITION SEEDING LIST

The 1985 competition seeding list below was prepared by the Sporting committee from the results of the '83, '84 and '85 national competitions. The score is a weighted average of which 100 is maximum. The twelve highest ranked pilots constitute the current Canadian Team Squad. Prior to a World contest, the team is selected from the twelve according to a peer ranking system.

1. Webb, Dave	92.76	24. Firth, John	51.15
2. Spence, Ian	87.63	25. Gairns, Bob	49.80
3. Krueger, Wilfried	87.37	26. König, Hans	48.67
4. Werneburg, Ulli	86.16	27. Pözl, Harry	48.37
5. Apps, Mike	83.68	28. Bantin, Colin	47.41
6. Hollestelle, Ed	77.14	29. Gebenus, Helmut	46.78
7. Oke, Jim	76.46	30. Brennan, John	46.50
8. Marsden, Dave	74.89	31. Hea, Bruce	43.17
9. Janicek, Stan	72.46	32. Boily, Gilles	41.83
10. Herten, Walter	69.38	33. Stieber, Jörg	40.31
11. Werneburg, Hal	65.98	34. Gormley, Bryce	40.05
12. Wilson, Chris	65.26	35. Krug, Willi	39.42
		36. Baeggli, Hans	38.68
13. Burton, Tony	65.05	37. Rowe, Don	27.01
14. Bennett, Kevin	62.80	38. Zimm, Rainer	25.06
15. Matthews, Rick	60.12	39. Saucier, Yvon	24.60
16. Bonnière, Nick	59.83	40. Gauvin, Denis	23.52
17. Milner, Brian	59.33	41. Carlson, Bob	20.92
18. Springford, Larry	59.02	42. Eich, Jakob	20.46
19. Pille, Walter	56.33	43. Binnette, Robert	18.10
20. Flint, Russell	54.37	44. Parkinson, Graham	17.83
21. DiPietro, Robert	54.02	45. Zabrodski, Rick	15.59
22. Pepin, André	53.47	46. Proudfoot, Jock	13.18
23. Thompson, Paul	53.03	47. Matthews, Dick	10.68

CROCODILE CORNER

Wilga, C-GCVP, Kawartha, 19 Oct. Engine lost power shortly after take off, severely damaged on outlanding. Pilot had minor injuries. Write-off. \$39,000

1984 claims payout \$60,000
 1985 est. claims \$135,000!



SILVER ALTITUDE

Maureen Goodspeed	Gatineau	1402 m	Skylark	Pendleton, ON
Jamie Moreira	Bluenose	1402 m	Ka8	Stanley, NS
Bruno Schrein	Blue Thermal	Diamond altitude		
Bruce C. Friesen	Edmonton	Diamond altitude		
Beverly Lewtas	Montreal	1494 m	Skylark	Hawkesbury, ON
John Elsebrock	Caledon	1189 m	1-34	Caledon, ON
Roger Robert	Quebec	1510 m	1-26	St. Raymond, PQ

C BADGES

Alois Hofer	Vancouver	1:15	Blanik	Hope, BC
Harold Storlien	Blue Thermal	1:25	?	Medicine Hat, AB
Jennifer Clapp	York	1:23	2-33	Arthur, ON
Colin Martin	Bonnechere	2:03	2-22	Deep River, ON
Daniel Tennisco	Kawartha	1:29	Blanik	Omeme, ON
Eric Frere	Montreal	1:11	1-26	Hawkesbury, ON
Robert Burns	Gatineau	1:20	2-33	Pendleton, ON
Michael Landry	Windsor	-	Ka8	Dresden, ON
Douglas Bradshaw	Erin	1:20	2-33	Grand Valley, ON
Karen Ostrom	Vancouver	1:22	Blanik	Hope, BC
Robert Murphy	Vancouver	Silver duration		
Bruce C. Friesen	Edmonton	Silver duration		
Beverly Lewtas	Montreal	Silver duration		
Christopher Caswell	York	Silver duration		
James Finlay	Erin	1:22	2-33	Grand Valley, ON
Barbara Anderson	Edmonton	1:52	2-33	Chipman, AB
Roger Robert	Quebec	3:25	1-26	St. Raymond, PQ

COMING EVENTS

Jan 15, and 10 following Wednesdays, **Glider pilot ground school** taught by Paul Moggach at Bathhurst Heights Secondary School, Toronto. \$30. Call (416) 789-0551 to register.

Feb 22-23, The "Super-Seminar", hosted by the Alberta Soaring Council for CFIs, CTPs, and all instructors and towpilots. **Guest: Master Coach Speaker, Ian Oldaker.** Edmonton. Contact Simon MacKintosh for details. (403) 488-3529 (H), 428-5322 (B).

Mar 7-8, **1986 SAC Annual General Meeting,** Vancouver, BC.

May 17-19, **Innisfail May Meet,** hosted by Cu Nim Gliding Club. Contact: Kevin Bennett (403) 256-3665 (H), 263-0143 (W).

Jul 19-31, **Canadian Nationals,** York Soaring. More details to follow.

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NEW FACES



Dixon More
Ontario Zone
Director

Dixon (he also answers to Dick) is the new Ontario Zone Director. Dixon lives in Waterloo, Ontario and he learned to fly at the SOSA Gliding Club where he still flies, tows, and instructs. But all this is a tad misleading. Dixon is a westerner masquerading as an easterner. Dixon grew up in Alexander and Souris, Manitoba. Souris was a turnpoint during the Nationals at Virden. He took his first glider flight with the Edmonton club when they flew at Wetaskiwin — could it have been in an LK-10? Dixon presently owns the HP-14, originally built by Dick Mamini. He has a Gold badge and two Diamonds. As SOSA Treasurer, Dixon is keenly aware of the financial side of club affairs. When he isn't flying, Dixon teaches mathematics at the University of Guelph.

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video ad

Campbell

Printer ad,
Ottawa

SAC DIRECTORS & OFFICERS

PRESIDENT & DIRECTOR-AT-LARGE

Bob Carlson
57 Anglesey Boulevard
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(416) 239-4735 (H)
(416) 365-3558 (B)

VICE-PRESIDENT & PACIFIC ZONE

Harald Tilgner
90 Warrick Street
Coquitlam, BC V3K 5L4
(604) 521-4321 (H)
(604) 263-3630 (VSA)

ALBERTA ZONE

Al Sunley
1003 Keith Road
Sherwood Pk, AB T8A 1G2
(403) 464-7948 (H)
(403) 453-8330 (B)

PRAIRIE ZONE

Dave Hennigar
404 Moray Street
Winnipeg, MB R3J 3A5
(204) 837-1585 (H)

EXEC SECRETARY

Jean Matheson
485 Bank St.
Ottawa, ON K2P 1Z2
(613) 232-1243

ONTARIO ZONE

Dixon More
27 Roslin Ave South
Waterloo, ON N2L 2G7
(519) 886-2424 (H)
(519) 824-4120 ext 3296 (B)

QUEBEC ZONE

Alexandre W. Krieger
1450 Oak Avenue
Quebec, PQ G1T 1Z9
(418) 681-3638 (H)
(418) 656-2207 (B)

MARITIME ZONE

Gordon Waugh
5546 Sentinel Square
Halifax, NS B3K 4A9
(902) 455-4045 (B)

DIRECTOR-AT-LARGE

Gordon Bruce
154 Shannon Park
Beaconsfield, PQ H9W 2B8
(514) 697-1442 (H)

TREASURER

Jim McCollum
Box 259, R.R. #3
Manotick, ON K0A 2N0
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Tony Burton
Box 1916
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Calgary, AB T2V 2T7

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3298 Lone Feather Cres.
Mississauga, ON L4Y3G5