



free flight • vol libre

2/95
Apr/May



Liaison



The first words of this column will be to acknowledge the contribution of George Dunbar and Gordon Waugh who, at the last AGM, stepped down as director at large and Atlantic zone director respectively. We want to thank these gentlemen for their contribution to the board. We will miss them. Hal Werneburg has joined the board as director at large while Karl Robinson is succeeding to Gordon. Welcome aboard gents.

It was a year ago that I wrote my first monthly paper. I talked about safety and recruiting. For those who have not yet rushed to your old copies of *free flight*, here is what was then written:

"Let's talk SAFETY first. Our track record of the last 5 years has been inconsistent and 1993 was absolutely catastrophic. Hull claims accounted for 127% of hull premium. Other than the human sufferings associated with such a record, there are some rather disturbing consequences, both long term and short term. First of all, our premiums are increasing 6 and 2/3% in 1994. Secondly, our insurance committee does not have much of a position to negotiate from. Insurers are not flocking to our door to beg for our business to say the least."

Well, folks we did it again. Unfortunately these words are just as true today as they were a year ago. We invited five insurance companies to bid on our business. They all declined except our current insurer. WE NÉED TO CLEAN UP OUR ACT NOW. The consequences of not doing so could be substantial. Safety should be everyone's concern because we end up all paying for the lack therefore.

Recruiting is the other area needing your help. SAC has produced five postcard size glider pictures. They can help you produce a nice advertising piece that can be posted anywhere. Contact the national office now. *free flight* will also feature the membership meter to help you follow the progress of our 1995 recruiting drive.

Our 50th year started well with a great AGM in Ottawa. The event was well attended. I would like to convey appreciation of the board to the members of Gatineau Gliding Club and Rideau Valley Soaring School who organized this very successful event. Please stay tuned for the upcoming national competition and the "longest day" event, both in June.

Until then, please practise safe soaring and aggressive recruiting.

Le trophé Roden, qui souligne le club le plus efficace, a été gagné par l'Aéro Club des Outardes. Mes félicitations à Pierre Bertrand et à son équipe pour le travail fait dans le domaine de la sécurité. Joe Bowe de Montreal Soaring s'est vu remettre le trophé du moniteur chef de l'année. Ceci reconnaît le travail de Joe dans ce domaine depuis plusieurs années. Le trophé "Ball and Chain" a été remis à Carole King de Champlain pour reconnaître sa contribution au vol à voile et à travers elle la participation des femmes à notre sport.

Je veux aussi vous rappeler que je tente d'organiser un cours d'instructeur dans la région de Montréal pour le mois de mai. Le cours se fera sur quelques fins de semaine, une formule qui a eu du succès l'an dernier à Québec. Cette formule plait à ceux et celles qui ne peuvent se payer le luxe d'utiliser une semaine de vacances à cette fin.

Bon vol et bon recrutement.

Pierre Pepin president

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

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Cover

Grant Humphry of Cold Lake
fills out his tow ticket on
a visit to Cu Nim.

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Firing up the troops

IT'S ALWAYS BEEN a matter of some club concern and hand-wringing when seemingly keen members of two or three years standing drop out of the sport for no apparent reason. There have been past suggestions in this space and elsewhere that these "new" pilots have become bored with local flying at the post-solo stage of their progress, probably because progress has ceased. *It's incumbent on your club, dammit, to keep pilot enthusiasm up by providing an encouraging level of post-solo training and to do nothing that will hinder their ability to progress in their soaring skills.* That was the message, right?

However, in preparing a talk for a very successful pre-season soaring seminar at my club last month, I remembered that enthusiasm cannot be handed to someone on a plate, it comes from within. True, a club shouldn't be placing impediments in the way of the pilot, but this pilot has a personal responsibility for becoming bored, too! This is the more 'right wing' attitude of taking charge of your own destiny and not expecting someone else to do it for you. (Pardon the pun — I guess the club's duty is politically the left wing in this case, and two are usually required.)

Right, it is *you* that is going to do great things this season — but only if you have set a GOAL for yourself and are prepared for the day *before* it arrives. The felicity of setting a goal is that it keeps you focused on what you have chosen to be important. Your experience level is irrelevant. Set an ambitious goal that exceeds your grasp — what's the furthest you think you could possibly fly this June — now add 50%! Glass or 1-26, the glider is irrelevant. Goals you can reach are Micky Mouse — be the Man of La Mancha and dream the impossible dream. If I may define an adventure as a trip whose outcome is uncertain, then fly adventurously often.

Being physically prepared for the flight can gain you fifty kilometres at the start of the day — being mentally prepared can gain you a whole lot more at the end. When you're out on course stay alert to the world around you and always be telling yourself that you're wasting time in this crappy thermal. The really *Wow!* flights happen when all your fine flying skills have put you 150 kilometres away from home at 6 pm and, *Glory of Glories*, you find that the day lasts and lasts and the lift diminishes but you float slowly across the airfield about the time the hangar doors are being closed.

You're beat, but *nothing* can match your feeling of accomplishment on a day like that — it's better than sex! You will *never*, ever have that feeling if you don't consider the possibility of trying the impossible.

I've thrown out some big numbers here to make a point to everyone that has done a cross-country, but impossible goals are perhaps even more important for all you brand new pilots that still have a shiny C badge and a shiny new licence. Don't be intimidated by your club pundits — grill them mercilessly for their tips and tricks, then team up with the other newbies and plan an assault on the club Silver distance milk run.

My very best flights have occurred on days when I planned an ambitious task and then someone suggested an outrageous one. *My goal this year? Five 500's!* What's yours?

Tony Burton



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 Aero Club of Canada (ACC), the Canadian national aero club representing Canada in the Fédération Aéronautique Internationale (FAI), the world sport aviation governing body composed of national aero clubs. The ACC 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 official journal of SAC.

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. A 3.5" disk copy of text in any common word processing format is welcome (Macintosh preferred, DOS ok in ASCII text). All material is subject to editing to the space requirements and the quality standards of the magazine.

Prints in B&W or colour are required. No slides or negatives please.

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 whose name and address is given in the magazine.

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President	Pierre Pepin
Vice President	Harald Tilgner
Executive Secretary	Joan McCagg
Corporate Treasurer	Jim McCollum
Corporate Secretary	Joan McCagg

SAC National Office
111 - 1090 Ambleside Drive
Ottawa, ON K2B 8G7

(613) 829-0536 fax (613) 829-9497
email: bx271@freenet.carleton.ca

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est une organisation à but non lucratif formée de personnes enthousiastes cherchant à développer et à promouvoir le vol à voile sous toutes ses formes sur une base nationale et internationale. L'association est membre de l'Aéro Club du Canada (ACC) représentant le Canada au sein de la Fédération Aéronautique Internationale (FAI), administration formée des aéro clubs nationaux responsables des sports aériens à l'échelle mondiale. Selon les normes de la FAI, l'ACC a délégué à l'Association Canadienne de Vol à Voile la supervision des activités de vol à voile telles que tentatives de records, sanctions des compétitions, délivrance des brevets de la FAI etc. ainsi que la sélection d'une équipe nationale pour les championnats mondiaux biennaux de vol à voile.

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Les épreuves de photo en noir et blanc ou couleur sont requises; pas de diapositives ni de négatifs s'il vous plaît.

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Les articles de *vol libre* peuvent être reproduits librement, mais la mention du nom de la revue et de l'auteur serait grandement appréciée.

Pour changements d'adresse et abonnements aux non membres de l'ACVV (\$20 par an, EU\$22 dans les Etats Unis, et EU\$28 outre-mer) veuillez contacter le bureau national à l'adresse qui apparaît au bas de la page à gauche.

EDITOR

Tony Burton
Box 1916 Claresholm, AB T0L 0T0
tel & fax: (403) 625-4563

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letters & opinions

THE ANNIVERSARY FREE FLIGHT

Since joining SAC five years ago, I have observed a steady improvement in the quality of *free flight*. I must complement you on the 50th anniversary issue — you really outdid yourself. The layout, articles, illustrations, and hell, even the poetry were great. Colour photographs are a welcome addition, can we have more? (Yes, if a great photograph warrants it. ed) I found Mike Glatiotis' photo of Mike Cook in the Cowley wave particularly eye-popping. I was fortunate to have been flying with Mike and Mike on that day, and the sight of Z1 at 20,000 feet brought a flood of memories back to me. Hurry up, spring!

The last issue of *free flight* compares very favourably with any magazine arriving in my mailbox, and I know it is produced on the smallest budget. Keep up the good work.

Gerald Ince

CHARLIE GETS LICENCE BACK

Last fall, after four months of probe, prod, pry, piddle, pontificate, ponder, and procrastinate, the gods of bureaucracy at Transport Canada finally returned my name to the great list of pilots.

Certainly the process was justifiably thorough and it was reassuring. I could be one of the few people in Canada to have received a pilot licence renewal after a heart bypass operation. The licence is Category 3, unrestricted, for power and gliding. Perhaps the authorities here were influenced by their American counterparts who last fall changed their regulations to allow renewal of licences six months after a successful bypass operation.

The special tests were an education for me. A 24 hour cardiogram record showed a maximum heart rate of 120 while briskly walking for 30 minutes and a low of 45 while sleeping. (I giggled about seeing what a sexual escapade would do, but decided it could be embarrassing since the analysts wanted me to list all special activity events.) A treadmill stress test for eleven minutes at 16% grade and 4 mph doubled the heart rate to 139 with no sign of distress. Right at maximum, they injected radioactive material into a vein and then scooted me down to a scanner that showed blood flow through the heart and major veins — what a TV episode that made.

People will go through a lot for a hobby! My goal was to fly in 1995 because it includes my 50th anniversary with a licence.

Charles Yeates

MORE ON TILTED THERMALS

The Aug/Sep 93 issue of *free flight* carried an article of mine titled "The lift structure of tilted thermals". The article was based on a paper which I had presented during the XXIII OSTIV Congress in Sweden. I am happy to report that there was some positive response from both glider pilots and the technical/scientific community. It appears now that there is more to my observations than mere speculation.

At the end of last year I received a letter from a physicist, Dr. Julian West, who had attended the original reading of what he described as my "intriguing paper" — *Thermals: a proposal for their better utilization and detection*.

He told me in this and subsequent letters that, on the basis of a mathematical analysis of the anomalous yaw string deflections reported by me, he found my conclusions "perceptive" and "essentially correct". He says that "these anomalous yaw string movements can be used to judge the timing of centring corrections required to compensate for the off-centre drift in tilted thermals" (a technique I referred to as pulsing in the *free flight* article), and that since the variometer does not provide this information, the periodic yaw string deflections "can be very useful."

Dr. West told me that he was about to present his own paper on a related topic at the XXIV OSTIV Congress in New Zealand (*Anomalous variometer readings when circling in tilted thermals*) and that he had listed me as one of the references.

Tillmann Steckner

QUIET L-19s?

The Vancouver Soaring Association tows with three Cessna L-19 Bird Dogs. Could any reader help us in obtaining information about reducing their noise level? We are particularly interested in propellers that are efficient when towing as well as being quiet. We would also like to get some information on any airports where Mogas is available as we want to get information from them as to handle this fuel. (The new Hope airport authority has banned its use due to perceived safety problems.) Please call us at (604) 926-6354 (tel & fax) or write to me at 1 - 2336 Marine Drive, West Vancouver, BC, V7V 1K8. If any readers are in our area this summer we welcome them to drop in and visit us. It is a beautiful location amongst the mountains where the conditions are frequently good for soaring flights.

Ray Richards

300 km at last!

Kemp Ward
AVV Champlain

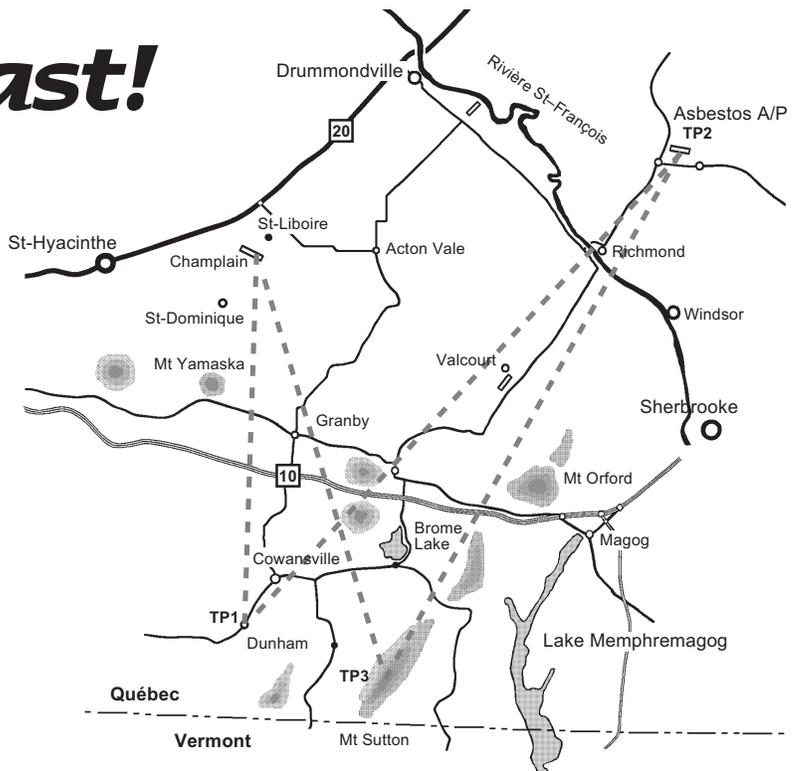
THIS FLIGHT is chronicled with the idea of expressing to new cross-country pilots what it feels like to fly so far and what can be accomplished when the conditions allow. I thought of putting stuff in about eating and using the Polish microphone as well as thoughts about the old WWII airfield near St-Xavier that Appalachian operated from in 1971, but these were incidental to the flight. I also thought, pilots who are experts might enjoy seeing in words the feelings they often have when far from home enjoying the adventure of it all.

Anyway I've had a grand time remembering that 300 kilometres, my first after 25 years of modest hops. It is really the Champlain members who are responsible: André, Claude, and Francisco set the example, and Carol and Bob too who usually are bombing far afield in their Libelle. What a wonderful experience last summer was.

A perfect high hung over the Eastern Townships of Québec on Sunday, August 7, 1994. The air was clear and fresh, and a light northwest breeze flowed over the Champlain field. Club operations were in full swing early. The day before I had attempted my first 300 quadrilateral, the course running southeast from the field to Dunham, then northeast to the Asbestos airstrip, back to Mt Sutton (3190), and finally returning to home. Perhaps today would bring success.

The attempt on Saturday had floundered early over St-Dominique where I had lost two hours grimly holding on at 1200 feet. Eventually I had clawed away, turned Dunham and finally Valcourt before dying lift cut short the exercise. Only lessons in staying up in improbable conditions learned at Hawkesbury made returning to base possible.

Now it was Sunday morning. Others were sailing off on cross-country flights, and I too was up and away, unfortunately having learned little by experience. By 1136 the St-Dominique sink hole had me again. This time it took only one hour of scratching over the maw of the cold quarry to drag myself out to stagger towards three feeble cu forming above the Noire River. Shortly after I could look down on the hangglider launch sites on the crest of Mt. Yamaska, and a half hour later was zipping blissfully over rolling countryside at 3500 feet. Dunham village needed two photographs, then I set out on the second leg, almost 100 kilometres long. As the Libelle carried me over the hills and valleys I felt like an adventurer in search of far away places.



Covering 300 km in late summer meant hurrying along, and I was already one hour behind schedule. However, after Dunham the sky ahead was a pilot's dream, an unbroken field of puffy cu at 5000 feet, so it was simply a question of bustling along within the chosen lift band without dropping so low as to scare the pilot, swinging up in the best lift near 400 ft/min and then breaking off for another 80 mph glide. Most of the second leg was flown like this and I was able to catch the rhythm and to enjoy the sights of the mountains and lakes as they came into view.

Fifty minutes after Dunham I sailed confidently over Valcourt (site of the original Bombardier Ski-Doo factory) where I had turned home the day before. Richmond, on the St-François River, was directly ahead. The barograph trace here shows a squiggly line running between 4500 and 3000 feet for an hour. Heaven!

By 2:50 I was sidling up to Asbestos under thinning clouds. It took several nervous minutes to locate the narrow airstrip beside the slag heaps, and a few more to get two hurried photos in sink. Done.

Turning back onto the third leg pointed the Libelle into the sun. From this reverse angle I was dismayed to see how frail and unreliable the clouds seemed, but regained confidence in a good thermal a mile away. Safely at 4300 I soon flew over Richmond again, then looked south westward for Mt. Sutton, one peak anonymous amongst the Green Mountains beyond the US border. I chose the third one from the left.

Once past the St-François River the ther-

mals improved as expected and it was more exhilarating soaring until abeam Valcourt. But while I had been playing Vasco da Gama the sky had been changing. You know how it is. All seems fine until you gather your wits and take stock. Of course the clouds had risen; on the other hand they were also miles apart. Instead of a generous selection of thermals each cu had become an individual oasis of lift in a desert of ominously quiet air. As a result I had to change tactics but couldn't afford to slow down much and expect to complete the 300 today.

The clock on the panel ticked towards 4 pm. Mt. Orford slipped behind, then the Eastern Townships Autoroute again, then my cottage almost lost below amongst the forests. I was still high, 5000 feet; however, there was no sign of lift ahead for 15 miles, nothing but intimidating mountain slopes and empty air. Far in the distance over Mt. Sutton, turnpoint 3, were two large cumulus. I made out their shadows on the range below, and estimating that I could reach them before hitting the trees, I set out anxiously measuring the glide slope. If the clouds were dead there was an escape route westward to lower ground.

After ten minutes with eyes fixed on those shadows it was clear that I would make it, and a few moments later I was circling up in steady lift between the evergreen jungle below and the mists above. The turnpoint was next, and I nervously circled it twice at 3800, sweaty right hand clenched on the stick, clicking off two more photos. Regaining altitude under the last cu seen on course I radioed triumphantly to Champlain. Pierre Pepin answered, "We're waiting for you."

⇒ p21

through thick and thin

Experiences of using
some of that lo-cal
Western-lite air instead
of Ontario murk.

Terry Southwood, Cu Nim

K IPLING wrote, *“East is East and West is West, and n'er the twain shall meet”*, and of course our Alberta Soaring Council president, Marty Slater, would add, “because they're on different twacks”. I got on the eastern track last summer, travelling down to Hawkesbury for the Eastern Instructors' Course in July. It was hosted by the Montreal Soaring Council and I was going to be apprenticing under Ian Oldaker so that I could take over the Western course in 1995.

Montreal did a great job of hosting the course, generously donating all glider time to the instructor candidates, providing tows late into the evening, and welcoming us to full use of their facilities. Their club house included a common area suitable for classwork, bar, kitchen, showers and a swimming pool — which was wonderful relief at the end of their hot humid days.

I could easily write about the camaraderie of the people on the course, or how much I learned working with Ian. Geez, packing their hangar is a story in itself! But what struck me the most, from a western perspective, were the flying conditions.

I've flown out of more than a dozen different places in western Canada and the US, but this was my first experience with low density altitude. Hawkesbury is less than 200 feet above sea level which made for very thick air compared to that of Black Diamond or Cowley. The result, in a nutshell, was that I found their conditions to be very benign. Gone were the gusty, variable winds. No sink pegged the variors down (no lift pegged them up either). At first I was a bit concerned about some of the aspects of MSC's operation since they seemed to be doing things that we would never have got away with, safety-wise. In time however, I realized that their “thick air” gave them a greater margin for error.

For example, dropping a wing on takeoff — which seems to be a constant battle out west — was a real rarity, and groundloops on takeoff were virtually unknown. In a crosswind, I found (probably for the first time in my life) that it was a snap to hold the upwind wing level throughout the takeoff.

In playing the role of “student” for our instructor candidates, I found that the usual tendency for the glider to pendulum behind the towplane was almost non-existent, and it felt unnatural to force it. Try telling that to Cu Nim students!

Circuits, too, were different. Approach angles in the Blaniks, even with full flap and spoiler, were much flatter than at home, I ended up flying circuits that I would have considered way too low out west. And it felt better to add the full wind speed on approach, rather than half the wind like we do at home.

(If the benign conditions were new to me, their weather did have a dark side that was certainly familiar. One day while we were in class, a Cb that was lurking out in the haze spun off a gust front that was nearly as vicious as anything I've seen out west.)

More than once I made humorous reference to the different conditions “on my planet”, but underneath I gained a new and serious outlook on briefing eastern visitors to Cowley, for example.

At the end of the course, I extended an invitation to everyone to come out and try our western conditions. My first taker arrived a couple of weeks later, when Keith Laidlaw from York Soaring came out on business and was able to join us one Thursday evening.

The weather was every bit as unpredictable as I had promised. First, there were some isolated thunder cells in the area, including one to the west of Black Diamond which threatened to shut us down before we could begin. Eventually it started to decay, and the wind did a dramatic flip-flop from west to east.

Keith was impressed.

After the first student flight, I took Keith up for his area check. With the wind light and indecisive, we took off to the east and towed through some rough chop just above circuit height. Sometime after 8 o'clock in the evening, we released into weak inflow lift that was still feeding the cell now off to the southwest. By the time we had worked our way up to 8000 feet the lift had increased to about three knots. Keith was impressed.

Some mammatus clouds were forming on the west side of the cell however, and fearing that it was rebuilding into something much bigger than we could see, I prompted Keith to pull spoilers and start down. Dropping back through the chop, we saw that the windssock was now out of the north, so we set up a circuit for runway 25 and a hangar landing. Judging by our circuit, the winds aloft were strongly out of the west, so Keith wisely added a healthy margin to his approach speed. Turning final, we could see the windssock was now firmly out of the west. Unbeknownst to me, Keith thought we were way too high, but the headwind and its gradient soon showed otherwise. Keith was impressed.

After we landed, we were told that during our downwind leg, the windssock had shifted the long way around, rapidly rotating through 3/4 of the compass before settling out of the west. Now I was impressed.

“You see why I stressed the need to check the windssock during the instructors course?” I said to Keith.

“I don't know,” he joked, “why bother if it's going to change 270 degrees on the downwind.”

Ahhh... it was great to be home.

Postscript: Shortly after we landed the cell abruptly died, the wind ceased, and conditions assumed the more benign state we expect of evening flying. The flight which followed us experienced none of the conditions we had. It is worth noting that Keith handled our tricky conditions very well, and I would have delighted in handing him his first instructional flight, but the loss of daylight meant that it was not to be. Next time, Keith.

Back to the future

Here are some "acts of aviation" which have been committed by our gliding pilots in the past 50 years

Letter 23 October 1992 from Charlie Yeates to Ursula when she was researching and assembling the "The Book of the Best":

The 1957 flight that won the BAIC trophy was modest, perhaps teeny, by today's supersonic standards. It was 316 km in 4:45 for an average 66 km/h, flying the Schweizer 1-23 CF-ZCJ that was owned by Jack Ames, Wolf Mix and myself. It took place June 1 with takeoff at RCAF Station Gimli (active then), flying due south over Winnipeg and landing at Crookston airport, ND.

Looking back 35 years via the logbook, it seems the circumstances could be more interesting than the flight itself. I am amazed how the passion for soaring led some of us to do very strange things!! Rational? — not very. Optimistic? — you bet.

Looking for the super soaring of western Canada, we arranged a week of flying out of Regina, SK and drove out from Brantford, ON via the north shore of Lake Superior. Approaching Manitoba, it became apparent that a cold front passage was going to leave chances for excellent weather the next day. This prompted a call ahead to Dick Noonan who suggested Chem LeCheminant might be able to organize a tow out of the military field at Gimli. 'Twas done.

A flying club Taylorcraft was pressed into service the next day at noontime (the Forces shut down for lunch in those days). All unofficial, make-do and not to be recommended, we *tied* a rope to the tailskid of the plane and fitted a ring for the glider at the other end of the 150 foot rope (seemed like a hawser). The runway was long enough for heavily loaded transports of the day and we used up every inch with our low powered launch effort. The fact that surrounding land was flat and contained no close-in trees was a blessing. A long time after take-off, a thermal under wisps of cloud made it possible to climb from about 600 feet agl to 3000 feet. The flight was on.

Winds were remarkably light while thermal strengths and cloudbase rose, the latter to 6000 feet agl. Due south, Winnipeg hove into sight and we sailed down the eastern suburbs to keep away from the large airport on the west side. Gliders had no radio then and each cross country flight was exhilarating but lonely.

The goal was reached without difficulty and that evening we pressed on toward Regina and the next afternoon we sampled the air there. The rest of the week produced some soaring but no special conditions were en-

countered. However, Julien Audette and his pals were warm, friendly and made the whole trip worthwhile.

3000 miles round trip towing a sailplane trailer for some possible flying? It was crazy. Even today our competition pilots will think twice about going to a Nationals in the west from the east or visa versa. Crazy things (depends on individual definitions) still go on in the sport. Some go to Nevada or Texas or Pennsylvania or Europe or Australia for new and different experiences.

Maybe the truest thing we can say is that "The Spirit of Adventure Still Lives". •



The following letter was written by Albie Pow to Doug Shenstone on September 23, 1948 and passed to this editor by archivist, Christine Firth. Albie was one of SAC's noted early soaring pilots and Doug was the first editor of free flight between 1947 and 1951.

... You flatter me on the May 17th effort but I must confess it was accidental and not one that I would advise anyone trying to duplicate. First, because I had no parachute or oxygen, secondly, because the turn needle on the turn and bank was not connected and also because I was aware of the tremendous cu-nimbus up to 25,000 feet. Actually I had no intention of flying in the heavy stuff. I was quite content to loaf along beneath a layer of rain scud at 6000 feet. The cu-nimbus base was at 8000 feet and 80 mph. After cruising upwind under a two mile long cloud and staying aloft over two hours I decided to gain some extra few hundred feet in the cloud before jumping off for the next one upwind. However, this last section of cloud was the base of a cu-nim up to 25,000 feet. Expecting to be out in the clear after one to two minutes, I was quite amazed to find I was quickly climbing passed the 9000 feet mark. There was no turbulence and the going was smooth. With the green at the top of the scale and rate of climb increasing, I decided it was about time after passing 10,000 feet to get out of it. The next 15 minutes were the hardest and longest in my life. Fortunately I found a hole at 9000 and worked it down to the base at 6000. I can assure you I had no more desire for thermals that afternoon. Total time was 3:31 and the reward of two aching shoulders and one sore arm from holding the spoilers open so long.

Perhaps you have heard about the flight from Kitchener to Schomberg, a distance of 56 miles and 6 hour duration. This to me was far more interesting because it was a

struggle the whole way with never more than 4000 feet at any time. Half the distance, from Georgetown to Schomberg, was into a southeast wind. Picking up the last weak cloud over the new Barrie highway at 1200 feet and about 10 miles north of Malton I worked slowly up to base at 2100, only to find that I had drifted back to the west about 4 miles, very discouraging and hard on the nerves. Striking off for the only clouds left I swung to the north but the lift was fast dying out and a landing spot had to be found.

Now if you will bear with me just a little longer I would like to clear up any rumours you might have heard regarding the ailerons coming off my ship at the CNE (*airshow*) on Labour Day.

To cut a long story short and almost my life, I was doing inverted flight when I became aware of approaching a high speed state. With tail low, airspeed mounting and losing altitude, I could feel the stall approaching. Failing to slow down and stall out into a loop and not being able to roll out, I had no other choice than to start into a loop. With mounting airspeed as I pulled round and the tips fluttering, it was not long before the terrific vibration of the tips soon broke all the glue joints on the aileron hinge spar. This parted company with the rest of the wing, taking out the ailerons and that portion of the wing starting back from the rear face of the front D-spar and from the middle of the spoilers right to the tips.

At first I thought it was just the fabric on the top of the wing that had failed for the flutter had ceased. However, upon recovering to normal(?) flight I realized what had happened. I was now at 2000 feet and headed out to the lake about 1/2 mile from shore. I had prepared to jump (a chute this time) when I decided to try a turn back closer to land. Upon finding that the ship responded very nicely with no inclination to spin or act up, I decide to try and land. For this decision I am most ashamed, people just don't fly aeroplanes without ailerons or half the wing broken off on both sides. Normal landing was made at about 70 mph, the stall was now between 55 and 60. God, but Island Airport looked like a postage stamp.

That about brings us up to date and acquaints you with some of my activities for which I can't be too proud... Thanks again for your consideration and interest, as ever,

Yours truly **Albert M. Pow**

postscript: Charles Yeates adds when Albie landed he realized that the authorities would not appreciate a wingless LK-10A, so he packed the remains into the trailer which he parked, then headed for a friend's cabin in the hills. After it sunk in how close a shave he had, he didn't stop shaking for two days. After all, he had turned and landed a glider with no roll control remaining — any gust lifting a wing during landing would have been fatal. The approach over water was perhaps fortuitous. •

Winter flying at Bluenose

Dan Dawson

photo not available for pdf file

A fine February gliding day at Stanley airport – I to r: George Graham, Larry Bogan, and Dan Dawson.

THE THOUGHT WAS ODD, really. Just one of those unexpected bursts of brain activity. It happens to me all the time whenever I doze off, especially at a meeting. That's what is so odd about this odd thought. I was at a meeting, right enough, but I wasn't dozing. It was our end-of-season get-together at the Bluenose Soaring Club, and I was listening to a discussion of possible off-season flying activities.

I remember thinking, here we are, making plans to scatter our aircraft and equipment all over the province, while every other soaring club in the country is gathering their stuff together for winter storage.

By meeting's end, we had decided to send a club K7, 3 private aircraft, and a winch to the Waterville airport in the Annapolis Valley. There, we could gain experience flying at a busier airport. And, our equipment would be handy for a quick dash to the North Mountain ridge, if there came a good blow from the south east. We also decided not to dismantle our other K7, but to park it in Stanley Sport Aviation's big hangar. There, it would be available to us for some winter soaring.

Yes, folks, I said soaring. In the winter. It's true; we did it last year, starting in 1993.

Our post-season begins

November 27, 1993 was the 77th flying day of our 1993 season. Although the regular season was definitely over, seven hardy aviators braved the chill at Stanley airfield. We enjoyed 14 flights, even though 12 of

them were under eight minutes long. The longest flight was twelve minutes.

To say the launches were snappy with a good brisk climb would be an understatement. All those books are right when they talk about improved climb performance in cold air. Density altitude took on a whole new meaning for me when I flew that first launch. As I got off the wire at the top, I thought, "That's almost 2000 feet without even working up a sweat." It was impressive. The good launches gave us enough time for either six complete turns, three wing-overs, two shallow stalls, one minute's worth of sideslip, or a combination thereof. Plus anything else that took our fancy. We made good use of our time, and went home tired, but satisfied with the day's employment.

On the ridge The following day, November 28, we drove to Weston at the foot of the North Mountain ridge. There, we helped our Annapolis Valley colleagues assemble a K8, a Ka6, and an Open Cirrus. It was a cloudy, blustery day. The wind was blowing 25 knots from the south, and the ceiling was under 2500 feet. Later in the day there were light showers.

My, but we were keen. We hustled around the field, getting things ready, and launched George Graham in the K8 at 1240. We watched anxiously as George flew downwind. He made it to North Mountain no problem, and cavorted up and down the ridge for half an hour before coming back to give someone else a go.

While George was doing his thing on the ridge, we launched Dick Vine in his Open Cirrus. We watched as they flew together for a few minutes. As George headed back to the field, Dick flew up the ridge to the west, and we didn't see him again for over two hours. The next to go was Doug Devine in the K8. While he was enjoying the vigorous ups and downs of ridge flying, we launched Stu Baker in his Ka6. They flew together briefly, and then Stu disappeared up the ridge to the west. We didn't see him either for a long time.

The little K8 was certainly busy that afternoon. After Doug landed, Larry Bogan and Ian McKenzie each had a 40 minute flight.

Although the day was wearing on, there was still enough daylight for me to fly the ridge. So, I decided to give it a try. The others were very supportive, including Hope Graham, who had elected not to make her ridge-flying debut today.

I remember that what followed was a most entertaining flight. As I explored the ridge, the vario needle seemed to be either in the full up position or the full down position. There was no happy medium. Boy, it was a rough half hour.

On the way back, I decided to leave a little extra height to begin the circuit. Downwind was so fast I didn't dare blink for fear of missing it. I turned base at the fence and increased my speed a little. It was a riveting final approach (it certainly had my full attention) with the ASI needle well into the

yellow, and the breeze screaming past the canopy. Things looked good for a touch-down about one-third down the field. A few seconds before landing, things suddenly went quiet. The ASI was within 10 knots of stall, and still dropping. A few more minor adjustments, and then a gentle touch-down was made with lots of field to spare. What a flight!

What a day! However, the day wasn't finished with us yet. As we put the aircraft in the trailers, we noticed it was a little greasy underfoot. During the day, the field had thawed enough to turn the hay stubble surface into a slippery mire. Moving the vehicles around became difficult, and finally, impossible. When dusk fell, every vehicle was stuck in various parts of the field.

All was not lost, thanks to Stu Baker's four wheel drive with deluxe interior. While Stu was busy elsewhere, we mud-wrestled his truck out of its mucky spot, with alternating grunts and spins of the tires. Just as it came free, the driver gave the wheels a final spin, sending a shower of wet mud and cow manure in through the open window. Both the driver and his deluxe environment were liberally splattered with pungent brown goop. Seeing that his face received the most vigorous treatment, we asked for a critique of the flavour. We were most disappointed to hear the taste bouquet was not up to his usual standard.

We pressed on with our mud-wrestling chores, and cleared the field about an hour later. Exhausted, we went our separate ways. Stu carried away a fair bit of topsoil when he set off for home. His truck looked like a giant mud ball on wheels. It was a good thing the field belonged to an understanding landowner, because he could have sued Stu for loss of valuable fertilizer. I'm sure, even today while driving, Stu still gets the occasional aromatic reminder, wafting up from the depths of the deep-pile carpet in his deluxe interior — a pungent remembrance of our day on the ridge.

Winter solstice After our ridge flying adventure, we stayed home, licked our wounds, and watched the days grow shorter. We waited for a particular sequence of weather events that would allow us to operate our equipment on the airfield without freezing our buns off.

The week before Christmas we got our break. First, there was a mild spell which included some rain. That cleared the airfield of snow. Second, there was a short period of -10 to -15°C. That made the field firm enough to operate our equipment on. This was important to those of us who had experienced the mud hole at the ridge.

December 18, 1993 was a bright, clear, sunny day. The temperature was a balmy -1°C, and the winds were light and variable. A most perfect day for being outdoors. But, it was a flying day that almost wasn't. Being so close to Christmas, it was a difficult chore springing our aviating buddies

loose from their seasonal domestic duties. Eventually, we did find five members who had their Christmas shopping done, so off we went to the airfield.

When we arrived, we found our next two snags — the winch truck wouldn't start, and there was a frozen snowdrift in front of the garage door. The door was no problem, really. We had two, one at each end of the garage. The problem was moving trailers and vehicles outside, so we could tow the winch out the other door. After what seemed like an eternity of towing, pushing, pulling, and jump-starting, we got the winch and retrieve vehicle out onto the field.

So, after a frustrating, cool morning's work, we were ready for a bit of play. My 11 year old daughter, Janis, and I took the first launch at 1215. Right off the launch we turned left into a thermal, and were soon joined by a red-tailed hawk. As we turned together, we stayed close enough for Janis to count its tail feathers. The hawk kept its beady little eye on us, as we jockeyed for position to get the best climb.

While we were thus engaged, Dick Vine was launched in his Cirrus. A moment later, looking to the right, I saw Dick's Cirrus pass us in a wide sweeping turn outside our thermalling party. As he looked back over his shoulder at us, we exchanged waves. It was too much for the hawk. After a couple more turns, he left the thermal to Dick, Janis, and I. And so we continued our climb together in the bright winter sky, over a winter landscape full of greys and browns.

Too soon it was time to go back. Reluctantly, Janis and I left Dick and returned to the field, ending a pleasant half-hour flight. Dick finished his climb, left the area, and didn't come back until after 2 pm. Our flying day continued in Dick's absence, and by the end of it, we had a total of 11 flights. We were having so much fun, the end of the day sneaked right up on us. The sun was dipping below the horizon as we started putting things away. Our K7 was put to bed in the hangar under the headlights of the retrieve vehicle. And, so ended 1993.

Deep winter With the Christmas festivities behind us, we once again started eyeing the weather. We looked again for that combination of a thaw, followed by a freeze-up, and finally a day of moderate winds and temperatures. By January 20, things were looking pretty grim for a January flying day. But my wife Louise, an avid weather observer, said there would be an opening within 7 to 10 days. Bless her heart, her optimism kept our spirits up.

How many other soaring pilots have a spouse who is always saying things like, "Get ready to go flying next Tuesday or Wednesday; the airmass will be suitably unstable by then." Or, "Why don't you go flying tomorrow. Call your buddies." I don't know; maybe she doesn't like me hanging around the house. To me, she says, "You get owly when you don't fly, so go on, git,

and don't come back 'til you're done." That's my girl.

Sure enough, January 31, 1994 was a suitable day. It was overcast with moderate temperatures and light winds. The ceiling was around 3000 feet.

We arrived at the field to find more equipment problems. The winch wouldn't start, which was no big surprise. But, the retrieve had a flat. There was no spare, of course, and the tire was really flat. How flat was it? It was so flat, it was flat on the top, not just the bottom. It was so flat, the tire had separated from the rim, which made it impossible to inflate. And, since the retrieve vehicle was between the winch and the door, it looked like there would be no flying today. We finally fixed the problem (hey, we were desperate) by jacking up the vehicle. Once the wheel was off the ground, we booted the tire until it more or less conformed to the contour of the wheel. Then, we pumped like mad. It worked, and we were off to the races again, with more towing, pushing, pulling, and jump-starting.

Between noon and 4 pm, we did twelve flights. Most of them were less than 10 minutes long, although Stu Baker and Doug Devine managed to scratch out a 20 minute flight. We all agreed that it was most definitely winter.

We were well dressed in multiple layers, but at high speeds, the aircraft nose hook opening let into the cockpit large amounts of cold air. I remember thinking during my first January launch, "My, but that's an interesting place to feel a cold draft." The cold was a major factor in our flight operations this day. Some flights were cut short because the pilots soon got their fill of super-chilled body parts. Some pilots were obliged to remove articles of clothing so they could fit in the K7's narrow cockpit. Part of the pre-flight check was to ensure clothing would not get fetched up in the controls. Mittens were no good; we had to wear gloves when we flew. We weren't long putting mittens back on after we landed, because it was brutally cold on the field. Nevertheless, we all enjoyed our day, and returned to our homes, looking forward to our February flying adventures.

Dodging cow pucks The last day of our winter flying season was February 23, 1994. All subsequent flights in 1994 we referred to as those in our "summer season". (We used the word "summer" loosely, because those flying days in March and April were not remembered for their balmy weather. But, that's another story.)

On this blustery day in February, we had nine flights. Our launches were excellent, averaging 2000 feet, and were followed by flights of about 30 minutes long. There was lift, but the sink was widespread. I had the dubious honour of having the shortest flight of the day. Four minutes after a 1900 foot launch, we were back on the ground, because I just couldn't seem to get ⇨ p20

1994 ACCIDENT & INCIDENT REPORT & ANALYSIS

LEARN FROM THE MISTAKES OF OTHERS;
YOU WILL NOT LIVE LONG ENOUGH
TO MAKE THEM ALL YOURSELF!

George Eckschmiedt
member Flight Training & Safety

Have we learned anything yet? I am having a difficult time to start this report. Should I say, thank you very much for all the reports, or should I say, we have made too many mistakes? This time not only my Christmas was spent in working on the reports, but also a large part of January. A record large number of reports (87) were received and evaluated for 1994. As usual, I had the analysis almost complete by early January, when I received the report of another 10 incidents.

Once again the most important fact of this year was that we did not have fatal accidents! Thank God or your guardian angel, as many of the accidents and incidents eas-

ily could have resulted in broken bodies. Minor injuries have declined from the previous years and we did not have any report of serious injuries. The one serious injury I listed is an assumption. A SOSA 1-26 was reported to have spun into the ground, so it would be hard to imagine getting away with anything less than serious injuries. The insurance claim for the COSA G-103 read "spun the glider into the ground", but as this seem to have been a take-off accident, I assumed that they got away without injuries. Only the participants know.

The data for this report was obtained by, as the saying goes, (it is in my word processor for years) by hook or crook: any possible means. The SAC office diligently sent cop-

ies of some correspondence with the insurer, as they pass on to SAC the one-line descriptions of the original event, but not much else. Tony in *free flight* lists some of the events from wherever Tony gets his information, and from the coded accident and incident reports submitted to SAC. All the information from the various sources were cross-checked for whatever more data could be extracted from each, to try to get it as complete as possible.

It has been repeated time and time again and I will say it once more; the Flight Training and Safety Committee is very concerned, and we are trying to do anything possible to improve the safety picture. That is the reason this report is prepared. This report has no intention of being related to the SAC insurance scheme, or for that matter any other scheme. The FT&SC is working independently for this report (believe me, very independently; I do it.) but we intend to make use of any information we can get.

As in the previous years, I would like to thank the Safety Officers who sent me personal notes along with the reports. I feel privileged by their notes and I hope that the reports they are sending me and the SAC office are also acted upon in their own clubs. Below is the list of the known events in Canada in 1994.

TABLE OF EVENTS

Age Aviation accidents NOT reported to SAC

NR	Damage to right wing tip and taxi light (presume airport) during emergency landing.
NR	Ring on hand caught edge of vent window and broke glider canopy.
NR	Outlanding, knocked fence down, crop damage. Glider damage unknown.
NR	Towplane lost power at takeoff, wing struck ground & spun the glider into the ground.
NR	Ground loop in crosswind landing. Damage to right wing root and fuselage.
NR	Glider 2-33 wingtip hit parked Cessna's rudder.
NR	Pilot glided down to about 100 feet, began turning and suddenly spun into ground.
NR	Glider wingtip clipped the top of trees while attempting to land.
NR	Motor glider tipped on its nose on take off, broke the propeller, possible engine damage.

Non-flying accidents NOT reported to SAC

na	Rudder damaged during storm.
na	Glider and trailer arriving from Hawaii were found to be somewhat damaged upon arrival.

Aviation accidents reported to SAC

16-25	Unauthorized aerobatics overstressed glider.
16-25	While taxiing, prop hit stacked tires.
26-49	Hangar landing, hand slipped off spoiler handle, hard landing, damaged nose and tail.
26-49	Gear-up landing, first off-field landing, no SWAFTS, distracted by car on runway.
26-49	Undershoot, after poor circuit and poor spoiler use. Half the elevator ripped off.
26-49	Hard landing in a box/Xwind exercise. Confused controls in the slideslip. 5th flight of day.
26-49	Too rapid spoiler deflection caused hard landing.
26-49	Glider wingtip clipped the top of trees while attempting to land.
26-49	Glider catapulted up on takeoff without much forward motion, then fell to ground.
26-49	Towplane on takeoff with glider hit tree, stalled, hit ground and was demolished.
26-49	Towplane taxied into mud, flipped up, destroyed propeller and may have damaged engine.
26-49	Hard landing on field after suspected spoiler opening during take off.
26-49	Run out of fuel during the 14th tow. On landing, hit another plane and a barn.
26-49	Off-field landing on a planned cross-country flight; glider damaged by unseen rocks.
26-49	Towplane stalled at 15 feet, hit ground, cartwheeled. Destroyed.

Club Available data

SOSA	ASW-15 C-FKGV
Air Sailing	ASK-13 C-FYEQ
COSA	Astir Std C-GYJZ
COSA	G-103 C-FBZV
Cu Nim	PIK-20B
COSA	2-33 C-FABE
SOSA	1-26
COSA	C-FHTK
VSA	ASK-14

Erin	
NR (not reported)	

Fl time Blame/Root cause

<100	Blatant overconfidence
101-300	Inattention
<100	Exceeded exper. req'd for task
<100	Distraction
<100	Inexperience
<100	Inexperience, cockpit overload
<100	Inexperience on type
<100	Inexper, inadequate instruction
<100	Inexperience
101-300	Pressure to perform
101-300	Inattention
101-300	Carelessness
101-300	Negligence
301-800	Unforseeable
301-800	Pressure to perform (P to P)

50-59	Groundloop on takeoff after left wing dropped.	101-300	Unknown
50-59	Elevator control incorrectly connected. Landed using dive brakes for speed control.	101-300	Inattention to detail on assembly
50-59	Adjusted flap setting close to ground, glider hit hard and was destroyed.	>800	Cockpit overload on type
50-59	Midair collision on final approach.	>800	Congestion, circuit and landing
60+	Rear canopy opened with 8 year old passenger. Landed in high grass, groundlooped.	>800	Judgment
60+	Landed in high grass after an aborted take off (see towplane hit tree).	>800	Unavoidable
NR	Thermalling on base, misused flaps, wingtip to ground, hit hay bales and groundlooped.	101-300	Judgment, undisciplined flying

Non flying incidents

NR	Rigged glider pushed back without lowering the gear.	na	Inattention
NR	Premature winch cable release, retrieved cable without notifying winch driver.	na	Ignorance & carelessness
NR	During assembly one wing was dropped to the ground.	na	Unknown
NR	Wing stand dropped onto another glider's wing.	na	Carelessness

Aviation Incidents

16-25	Landed long; insufficient training for solo, too many choices given for experience level.	<100	Inexperience
16-25	Unplanned off-field landing.	<100	Inexperience
16-25	Took off with spoilers open, 18th solo flight.	<100	Inattention
16-25	Attempted beat-up, zig-zagged to enter final at low altitude, barely made the field.	<100	Blatant overconfidence
16-25	Wind change, landed downwind, long run-out.	<100	Inattention (above pilot again)
26-49	Unclear/changing club field rules/communications created hostile/dangerous atmosphere.	<100	Communication
26-49	Unable to release from tow, landed w/rope on. A chain link was used on the weak link.	<100	Equipment
26-49	Used skid as a brake, forgot to use wheel brake, glider ended up in a ditch.	<100	Inexperience & poor instructions
26-49	Took off with spoilers open.	<100	Inattention
26-49	Congested air space creating possibility of collision.	<100	Congestion
26-49	Gear up landing. Left "wheel down" check for downwind, then forgot about it.	<100	Inattention
26-49	Got too high on tow, both the towplane and the glider released together at 300 feet.	<100	Not current
26-49	Ground loop during landing, crosswind was only weak.	<100	Inexperience
26-49	Gear collapsed during landing.	<100	Inattention
26-49	Ground handlers pushed a glider in the path of a landing glider.	101-300	Congestion
26-49	Groundloop on landing, right wing contacted tall grass.	101-300	Congestion
26-49	Restricted pitch control, flew outside of weight and balance envelope.	101-300	Overweight pilot
26-49	Took off with dive brakes open, trainer with instructor on board.	101-300	Inattention
26-49	Forgot to connect spoilers, no positive control check, discovered on pre-takeoff check.	101-300	Inattention
26-49	Gear collapsed on takeoff. Mechanical failure.	101-300	Structural failure
26-49	Gear collapsed on takeoff.	101-300	Structural
26-49	Premature release due to poor elevator control; structural problems.	101-300	Structural
26-49	Rudder cable failed in flight.	301-800	Equipment failure
26-49	Partial engine failure; unqualified repair caused another engine failure.	301-800	Equipment failure
50-59	Landed short in tall grass, ground looped, told not to change dive brake setting on final.	<100	Inexperience
50-59	After flare, the glider ballooned and stalled six feet above ground due to windshift.	<100	Inexperience
50-59	Takeoff from landing area caused confusion for landing glider and field operation.	101-300	Congestion
50-59	Heavy landing, did not observe crosswind.	101-300	Inattention
50-59	Took off with tail dolly still on fuselage.	301-800	Inattention
50-59	Took off with aileron not connected. Distracted by new environment, no positive check.	>800	Distraction
60+	Landed too long, forgot specific instructions to slideslip.	101-300	Admitted slow decision making
60+	Landed short in tall grass, mixed up flap handle with dive brake handle. Instructor lax.	301-800	Instructor slow to take over
60+	Landing area congested with four gliders, poor instructor/student communication.	301-800	Congestion
60+	Hard landing, defective cushions, instructor's tailbone injured.	>800	Instructor slow to take over
60+	Gear-up landing, confusion caused by runway change. Pre-landing check not done.	>800	Distraction
60+	Low saves over unlandable terrain, "scratches" back to field.	NR	Overconfidence
NR	Pilot confused dive brake and flap handles.	<100	Inattention
NR	Another pilot confused dive brake and flap handles.	<100	Inexperience
NR	Low/slow approach over the threshold fence, after indecisive approach to alt. runway.	101-300	Distractions
NR	Near towplane upset, instructor too late to take over, towpilot released the rope.	101-300	Instructor slow to take over
NR	Strong downburst with three gliders in the circuit, congestion in the landing area.	101-300	Congestion
NR	Slow climb. Dive brakes were inadvertently knocked open on take off.	101-300	Inattention to controls
NR	Late correction for crosswind, instructor too late to take over, low altitude turns to land.	101-300	Instr slow to take over, no comm.
NR	Near collision with light twin (assume soaring flight).	301-800	Vigilance for lookout
NR	TP landed on wrong runway, broke wire fence and near collided with moving object.	>800	Inattention
NR	Near collision with commercial jet-prop at 11,000' on a X-country (<500 feet separation).	>800	Vigilance for lookout
NR	On take off the wingtip skid struck the water sprinkler. Congestion.	>800	Inattention
NR	Returning glider near collision with towplane towing glider. No radio.	>800	Inattention due to fatigue
NR	Visiting aircraft formation do "beat up" on adjoining runway, endanger landing glider.	NR	Congestion, disregard for laws
NR	Passenger inadvertently opened dive brakes.	NR	Inattention

The reports received indicate that our insurance claims exceeded the premiums, so the insurer is having some thoughts about us. Ignoring the value of the claims the number of them certainly is high:

1994	'93	'92	'91	'90	'89	'88
33	34	23	22	29	29	17

I believe the actual number of the claims is higher than my figures.

As in previous years, the events were grouped to highlight certain major common characteristics, such as reported or unreported, accident or incident, etc. For this year's data I have tried something else. Many people were concerned about de-identification of the events. I have respected this throughout the years, only to see the accidents reported elsewhere in detail at times. In previous years I have included the reported age and actual flying time of the participant. As this data is interesting only as a statistical distribution, I will report it only by placing them into groups so long as I have the details. They are now safely hidden in their respective categories.

The circumstances are different for accident claims sent only to the insurer and not reported to SAC. The insurance claim form is very sketchy, but it includes the plane type and its registration, the pilot and the club. Guess what I will report? Please see the headings of the Table of Events columns. The moral of the story is: if you want to remain unidentified, report your misfortune to SAC. Allowing myself an opinion, not reporting events that others could be learning from shows a bit of a cowardly mentality. My tip of the hat for those who described their misadventure in detail for publication.

Taking another liberty, by thinking over these reports for most of two months, I was looking for a single expression that would identify the blame or the root cause of each event. Wherever the wording was available in the submitted reports, I used them; when not, I tried to fit one in.

One bright point was that the non-flying accidents and incidents have changed character. We had just as many as before, but this year's were not as foolish as last. Only two damage reports came in, both are the kind of events for which the flying community cannot be held responsible for. The non-flying incidences reported did not result in claims, nevertheless, should not have happened. For many of the events, the immortal words of Eric Newsome continue to be applicable:

*PEOPLE ARE SUBSTITUTING
CONVENIENCE FOR SAFETY*

Of the 81 flying events in 1994, 36 were landing related. The understandable claims were when a glider was damaged by rocks in the soil on a cross-country outlanding, and when a towplane hit some trees the glider had to land where it could. Both

events were described in detail and both were the kind for which little blame can be attached to the pilots.

Time after time, the reported data confirms inadequate preparations for landing. Consider for a moment how much effort we place on the takeoff: check this, check that (and we still make many mistakes), and compare this effort with our landing preparations. When we leave a hard element (earth) for the soft one, we usually prepare for it, because we make the time for it. When we leave the soft one for the hard (the one that hurts), we usually leave the preparation for the last seconds, so we can botch it up royally. It has been said before thousands of times: landing preparation starts way before circuit entry.

Then we have the use of dive brakes and flaps. It was said before and I say it again: the dive brakes are the most misused and the flaps are the least known control of the glider. Proof: one pilot was instructed never to change the dive brake setting on final — not the flaps, but the dive brakes! I counted 15 dive brake and a few flap references in the above table. One glider was reported destroyed because of faulty flap use.

Primary gliders had no dive brakes. When you could land them decently, you could be considered to step up to a glider with brakes. I think that perhaps it would be better to teach landings initially without dive brakes like it was for the primaries, and when the student becomes reasonably proficient at it, then start teaching their use. But oh, what an inconvenience it would be!

The reporting of unplanned off-field landings dropped markedly. I take it as a good sign. The one accident that really got my attention was the low altitude midair collision. Three gliders of differing performance were involved and one was attempting "to use his superior performance by diving under a slower glider and attempt to land ahead of him". The club CFI described the event as well as he could and attempted to provide justification, but I cannot buy it. Maybe I could understand it if it was on a postage stamp size field surrounded by forest, but it wasn't. Newsome's words ring in my ears: convenience for safety.

Canopies are still suffering. Only two events were reported, but those are two too many. Not much detail is available for the "ring on hand caught edge of vent window and broke the canopy" but the damage was expensive enough to submit a claim. This brings out another idea. Why fly with jewelry on hand? Anybody who has seen what can happen when jewelry is worn when using machinery will think twice before wearing jewelry themselves — especially rings. This brings out another point about damage caused by, and on, hands. I have had my knuckles busted and other part of my hands injured many times by the various sharp edges on the Blaniks, the rough finish of the Jantar cockpit, and other protrusions on other gliders. I then noticed that

one of our towpilots was wearing gloves even in the middle of the summer. When asked, he had the obvious answer: the many protrusions on the L-19 cut his hand. He is using golfing gloves. I now make do with gardening gloves. No more cut hands, no more rings causing damage. The other canopy accident was when the rear canopy opened up with an eight year old passenger. Because of the participants, the responsibility could not be positively identified, (theoretically the P1) but one thing is certain: what are we trying to do with gliding and eight year olds? I have seen a pilot I otherwise regard highly taking up a three year old infant in her father's arm in a Blanik! A sailplane flight should not be considered a thrill ride, nor a flight which someone else pays for. Clubs should be well advised to establish policies on the minimum requirements of their passengers. I set my own minimums, based on size and attitude. If the kid can reach the controls and behave responsibly on the field, I don't care how old he/she is. I flew solo before I was fifteen. No eight year old can, or be held responsible for anything.

Mechanical difficulties keep showing up. The broken rudder cable was well reported and the event should be a strong notice for others to check the fittings. The rudder connections are often difficult to inspect without being a mouse, but ignoring it could result in what Dave Burgess had to go through. Actually the rudder is perhaps the control that is subject to the most stresses, especially in trainers. The nervous students will often stiffen their legs, thus placing a lot of pressure on the pedals and the cables. I once inspected a Blanik rudder pedal bearing. I cannot state a figure of how much wobble there was between the bearing and the pedal, but it was large and the metal was quite worn. Now what if it failed during spin training with a nervous student?

Some classic events keep coming back. Using an unapproved tow ring (a chain link), the glider could not release. Sometimes we get away with it, sometimes we don't. If one has the knowledge to substitute items, fine. If one does not, one has to live with the consequences.

Jantar elevator assembly struck again. A similar event was described last year, so the knowledge of trouble possibility is available. Last year the pilot still had elevator control in the air, this year another pilot did not. Only by his wits was he able to land the glider, which suffered fuselage damage. Jantar pilots (me included), please be sure you connect the elevator correctly. This pilot prepared one of the best reports — many thanks — you are entitled to celebrate two birthdays, your actual one and the day you got away with this accident.

Continuing with things mechanical, only two events were noted in which the pilots took off, or were ready to take off, with unconnected controls. I have had reports of mechanical failures on a glider during its first flight, and two subsequent reports on

the same glider. Although the problem is mechanical in nature, on a first-ever flight of a homebuilt, things can actually be expected, so it does not faze me much. It is to the credit of the builder/pilot that nothing more serious developed.

Landing gear troubles and mistakes continue to hound us. Gear-up landings and landing gear collapses are with us. We all know the saying: there are those that have and those who will land gear up (or collapse). I will try not to be the next one. We had the annual "running out of fuel" event, on the 14th tow of the day. Any bets that there will be one in 1995? Shall we press the towpilots for just one more tow? Will the towpilots visually check the fuel level, or keep relying on the gauges and the number of tows done? At least two tow-planes were demolished last year.

It can be seen that the Table of Events is sorted on age group and flying time. I have made another sort, based on what I considered the blame or the root cause of the event. Some interesting things turned out. The item that stands out most is the inattention to the details of the flying. In a lot of cases when I looked at the event and the number of hours flown the inexperience of the pilot stands out. Another one is the increasing congestion we are experiencing, mainly in the landing area. Note the midair collision, the near hits in the coding sheet data, the ground handlers who do not look out for landing gliders, formation "beat-ups" etc. These are only the reported events. How many did actually happen? I thank the reporters very much for reporting them.

We have enough evidence to recognize that these problems are on the increase and we should pay attention before a more serious collision results in loss of lives. The circuits are getting congested, so are the landing areas, as well as the soaring space. Be courteous and look out!

CODING SHEETS

The completion of the coding sheets has improved from the previous years. Thank you all who cared enough. The object of the coding sheet is to identify the factors in the event. Items that could have caused the event, the reason, the result, the damaged component, or anything that was directly involved. Simply, only the FACTORS.

The coding sheets are processed by first examining the reported codes. If they make sense, an entry is placed at the corresponding place in this analysis. Then each and every report, even if it is only a one-liner from the insurer, is mentally re-created and examined for possible factors. A painful process, visualizing all the mistakes and damages of our friends and their equipment.

Some reports were excellently described and I hope the clubs make good use of them. Some would make excellent reading in *free flight*, leaving little for assumptions, but I have to leave that to the authors to submit

them to Tony. On others, some assumptions had to be made, or simply were lending themselves to assumptions.

CODING SHEET SUMMARY

	94	93	92	91	90	89	88
Number of events:	87	45	37	37	40	47	27
Flying events:	81	41	30	-	-	-	-

1 TYPE OF EVENT	94	93	92	91	90	89	88
1.1 Heavy landing	12	10	4	6	5	5	6
1.2 Undershoot	10	8	6	2	6	18	5
1.3 Overshoot	6	3	1	0	1	1	1
1.4 Groundloop	9	8	6	5	4	4	3
1.5 Collision (ground)	10	7	0	0	0	4	2
1.6 Collision (air)	1	0	0	0	0	0	0
1.7 Stall	2	2	0	0	2	0	0
1.8 Spin	2	4	3	1	2	0	0
1.9 Structural fail	3	1	1	3	2	1	1
1.10 Blown/flip over	0	0	0	0	3	2	0
1.11 Gear up landing	2	3	0	2	0	2	0
1.12 Gear collapse	3	1	1	0	1	1	1
1.13 Takeoff	21	4	6	5	4	2	0
1.14 Other	19	11	13	16	15	14	8
Near collision	8						
2 AIRCRAFT DAMAGE							
2.1 None	50	11	15	14	13	17	13
2.2 Minor	15	13	6	17	10	13	2
2.3 Substantial	19	16	13	3	9	11	9
2.4 Destroyed	3	5	3	2	5	4	2
3 PERSONNEL INJURY							
3.1 None	83	40	33	29	24	43	22
3.2 Minor	3	4	1	0	4	1	2
3.3 Serious	1	1	1	0	0	3	2
3.4 Fatality	0	0	2	1	4	0	1
4 AIRFRAME FAILURE OR DAMAGE							
a. In flight failure	5	1	5	5	(no eval)		
b. At accident	32	27	14	14	"		
c. Handling damage	5	6	7	7	"		
<i>(More than one aircraft damaged at one event)</i>							
4.1 Flight controls	1	4	2	2	3	2	1
4.2 Elevator	3	8	4	4	5	3	3
4.3 Rudder	6	5	5	3	6	2	2
4.4 Ailerons	3	5	3	2	5	1	0
4.5 Flaps	1	3	1	3	2	1	0
4.6 Wings	14	17	8	5	10	6	4
4.7 Spoilers/divebrakes	1	4	0	1	1	2	0
4.8 Undercarriage	9	12	4	5	6	1	4
4.9 Canopy/doors	5	10	5	6	6	7	5
4.10 Fuselage	13	23	9	7	5	13	8
4.11 Release	1	0	1	2	-	-	-
4.12 Instruments/engine	3	0	3	0	1	-	-
5 TOWING							
5.1 Premature release	4	2	2	3	0	0	0
5.2 Rope/cable break	1	0	0	0	0	0	1
5.3 Winch/tug failed	5	2	1	0	0	2	0
5.4 Rope/cable snagged	2	0	1	0	1	0	2
5.5 Dive brake opened	5	0	1	0	1	4	2
5.6 TP upset on ground	1	0	0	1	0	0	1
5.7 Run out of fuel	1	1	0	1	2	-	-
5.8 Taxiing mishap	3	1	3	0	2	-	-
6 PILOT FACTORS							
6.1 Misused controls	20	6	8	4	3	9	2
6.2 Misused spoilers	17	5	3	1	2	1	1
6.3 Misused flaps	4	1	0	1	1	2	0
6.4 Misjudge dist	6	6	3	6	4	8	2
6.5 Misjudge speed	5	3	3	2	2	1	2

6.6 Misjudge altitude	8	11	4	4	10	13	4
6.7 Misjudge conditns	10	11	9	7	8	10	4
6.8 No wind compstn	6	4	4	5	3	8	3
6.9 Did not see object	6	2	3	3	2	4	5
6.10 Did not hold speed	2	1	4	1	2	1	0
6.11 Overstressed A/C	2	1	2	1	1	0	0
6.12 Exceed experience	4	2	5	4	3	4	1
6.13 Reckless flying	2	2	2	2	4	1	0
6.14 Insuffnt training	7	3	4	1	2	5	2
6.15 Physical impairmnt	0	0	0	1	0	0	1
6.16 Wrong decision	23	12	6	5	11	16	11
6.17 Instructor failed	8	3	3	3	0	0	3
6.18 Other/complacent	18	19	4	7	9	4	2

7 WEATHER	94	93	92	91	90	89	88
7.1 Low ceiling	0	0	0	0	0	0	1
7.2 Rain	0	1	0	0	0	0	1
7.3 Hail	0	0	0	1	3	0	0
7.4 Crosswind	10	5	2	2	3	1	1
7.5 Severe turbulence	2	3	0	1	0	0	3
7.6 Wind gradient	4	3	1	1	0	1	1
7.7 Wind shift	4	0	1	1	0	0	0
7.8 Thunderstorm	1	1	0	0	1	0	0
7.9 Severe sink	4	3	0	1	1	0	2
7.10 Line squall	1	0	1	1	3	0	0
7.11 Lightning	0	0	0	0	0	0	0
7.12 Poor visibility	2	2	0	1	0	1	0
7.13 Clear (if factor)	0	0	0	-	-	-	-
7.14 WX not a factor	66	27	30	29	-	-	-

The following data was reported for 1994.
(Caution is advised in deriving any conclusions)

	94	93	92	91	90	89	88
Flying hrs							
0-100	25	9	8	7	7	10	1
101-300	25	5	4	7	5	11	4
301-800	8	9	3	6	5	7	6
801+	11	2	1	4	3	2	5
NR or n/a	18						
Hrs reported	69of	25of	16of	24of	20of	-	-
in flying events	81	41	30	30	31		
	85%	61%	53%	80%	64%		
Pilot age							
16-25	7	2	3	4	3	7	1
26-49	32	14	9	9	9	7	0
50-59	10	4	2	6	1	6	8
60+	8	9	2	3	3	9	1
Age reported	57of	29of	16of	22of	16of	-	-
in flying events	81	41	30	30	31		
	70%	71%	53%	73%	52%		

This section is practically the repeat of last year's. As can be seen, seven previous year's data is available simultaneously. I would hope that the readers themselves will make some comparisons, as the numbers are self evident. Any apparent inconsistencies between the number of entries and the number of events may be that some events may have had more than one factor and that I have had reasons to include that extra entry. The emphasis on judgment training by the FT&SC was well warranted. The "wrong decision", "misused controls", and the "misjudged" sections are showing up in the largest numbers. Complacency is also a form of misjudgment. In spite of all our best efforts, we kept doing very poorly in 1994.

The largest number for the type of event is "takeoff", but when one adds up the land-

ing type events they clearly predominate. Heavy landings, undershooting and ground loops are still dominating as last year. I suppose they always will be. Ground loops, which are always indicative of excess energy during landing, keep increasing. (The only mitigating circumstance would be when the ground loop was initiated to avoid more severe damage, such as could have occurred when a glider had to land at the end of the runway following the towplane running out of fuel.)

In-flight mechanical failures are still worrisome. The rudder cable, the stuck tow ring, the Jantar elevator and the couple of engine failures should cause serious concerns to all pilots. As stated last year, parts of the older gliders and also their owners are wearing out, and the failure of a seemingly minor item could have catastrophic results.

SUMMARY AND CONCLUSION

	94	93	92	91	90	89	88
Aviation accidents reported to SAC	22	19	6	11	12	17	14
not rptd to SAC	9	11	10	4	7	4	1
Non-flying accidents reported to SAC	0	4	2	2	3	5	2
not rptd to SAC	2	0	5	5	7	3	0
Aviation incidents reported to SAC	50	11	14	15	11	18	10
Non-flying gliding incidents	4						
Total reports	87	45	37	37	40	47	27
Aviatn accidents	31	30	16	15	19	21	15
Aviation %	36	66	43	41	48	45	56

The numbers speak for themselves. With the exception of 1989, the number of accidents were on about the same level year after year. Then came 1993, followed by 1994. We do have less members every year and more accidents. The pilots with low and high experience suffered an increase in the accident rate as well as the middle age pilots. Perhaps they fly more. All the data are arguable, so please do not try. If you can find any objective evidence to support any opinion, please let me know. I am trying for seven years and can find only inference for a worsening trend.

The current accident/incident report form has been in use for more than seven years. It has been serving us well, but not as well as I would like, and I am certain other people would like to see it improved. Perhaps it could be simplified, or otherwise changed to make it more user friendly. Seven years ago the computers were much less friendly, but now everything is on spread sheets, (as is this data), data bases and word processor files. I plan to develop an improved system, perhaps for the 1996 season. If anyone has some strong feelings and opinions about it, please let us know. Send it to SAC, so Joan can distribute it to the FT&SC.

As usual, I have to pay tribute to a number of clubs that reported their experiences diligently. The number of reports received from any club does not necessarily reflect that they had more events than any of the others; only that they were more diligent in reporting them, so that all the ones who did not report could also learn from them. Cu Nim was one. Thanks for Rod Crutcher, who took the trouble to call me a couple of

times and provide me with good data. He also considered that perhaps some improvements could be made to the system. York Soaring was another one, as usual. Their Safety Officer, Peter Foster, has again done an excellent job of analyzing their events and reporting them. Many thanks to him. Montreal Soaring Council also sent in many good reports. Canada's largest club, SOSA showed improvements from last year: they actually sent in an accident and an incident report. Thank you. Their other claims are identified on top of the Table of Events.

There were many other very good reports from other clubs, but in keeping in line with my de-identification policy, I just thank them here. I sincerely hope that all clubs go over these reports for their own analysis for observing what to and what not to do.

If this report sounds condemning, it is not intentional. Please consider that under the present circumstances it would be very difficult to be complimentary.

The data available continues to show a worsening trend. Unfortunately, this trend is not out of line with the society we live in today. We permit progression without a solid base, we emphasize competition instead of cooperation with fellow pilots, we practise courtesy to fellow pilots that is based on what we experience about courtesy on the roadways. Do we have a chance of improving under such conditions? Soaring requires the acceptance of discipline imposed by the principles of the sport and applied diligently to oneself. As long as we cannot accept these values, we all know the results. Have a safe 1995 season. •



The SAC set of trophies is displayed at the AGM exhibition hall

Wolfgang Thiele

hangar flying

A MOBILE MAGNETIC POLE

The north magnetic pole has been found to move as much as 80 kilometres a day! This was discovered during a Geological Survey of Canada expedition to the high arctic in the spring of 1994, led by Larry Newitt, to determine a new official position for the pole. Working out of a Twin Otter, Newitt and Alan Taylor from Canada and Charles Barton of the Australian Geological Survey Organization made measurements of the pole's position in eight locations over ten days in order to average any major magnetic disturbances. After returning to Ottawa, it took six months to massage this data and other magnetic observations taken throughout the arctic, and eliminate the effect of solar disturbances.

The result showed that the magnetic pole has moved 150 kilometres north over the last decade, 50% further than predicted, to a position under the southwest coast of Ellef Ringnes Island.

It was William Gilbert, physician to Queen Elizabeth 1, who in 1600 dismissed the idea that it was an iron mountain at the pole that was attracting the compass and suggested that it was the earth itself that was acting like a huge magnet. Gilbert also defined the magnetic pole as the place where a compass points straight downwards (Newitt said it was a thrill to observe a dip of almost 90 degrees — no other expedition had probably seen that since 1831).

The first person to locate the north magnetic pole was James Ross of the British Royal Navy. On June 1, 1831, after a 200 kilometre sled journey, he reached a place on the west coast of the Boothia Peninsula where his magnetic needle, suspended horizontally by a silk fibre, dipped nearly vertically. Recording a measurement of 89° 59', he built a cairn to mark the spot at Cape Adelaide.

The movement of the pole is attributed to the convective flow of molten, iron-rich minerals in the earth's outer core. The pole has moved over 900 kilometres in the past 90 years. There is also a smaller movement due to the charged particles from the sun creating electrical currents in the atmosphere. A final mystery to be answered is why the earth's magnetic field wanes and reverses every few 100,000 years.

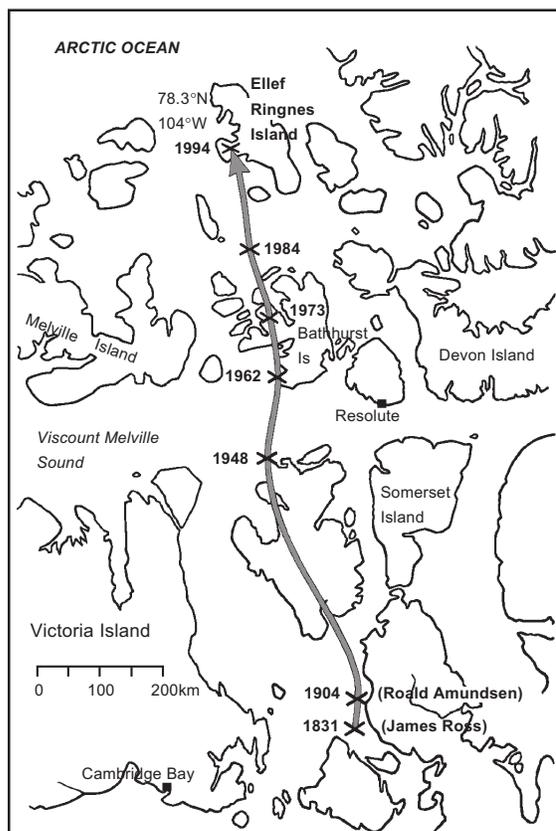
from *Canadian Geographic*

1995 NATIONALS NEWS

Plans for the 1995 National Soaring Championships are now well in hand. The event will be held at Gatineau Gliding Club, Pendleton, ON, from June 26th to July 5th, with practise days on the 24th and 25th.

The usual classes and trophies will be competed for, with the addition of a handicapped Sports Class, which will be a separate class with a National Champion declared and with a perpetual trophy donated by the Canadian Air Line Pilots Association (CALPA). There will also be valuable prizes for the class winners. We hope many soaring enthusiasts will attend for the duration and have a good time.

For those not familiar with GGC, there is an excellent camp ground which has been expanded with more electrical hook-ups and water. The almost olympic-sized swimming pool will be operational, and cooking and barbecuing facilities will be up and running on a daily basis. For those not into preparing their own meals the new golf club across the road is open for breakfast, lunch, and dinner. They have an excellent chef and the food is good and prices reasonable. GGC also has a good playground set-up for children, with a jungle gym, swings, etc. The club is also within barking distance of Ottawa and good shopping for those who



are more city oriented. We also hope that passes will be available to the National Aviation Museum which, for the air minded, is a must on an off day. We encourage you to plan ahead, bring your family, and make a super holiday out of our SAC 50th Anniversary Nationals.

The cost will be **\$200** for advance registration (must be received by June 5th), or **\$250** for late entries. So reserve and register early to get the choice camping sites. Make the cheque payable to "Canadian Soaring Champs 95", and send to:

Mrs. Susan Mercer, Contest Treasurer
Box 636, Hudson, Quebec J0P 1H0

Bob Mercer
Contest Director (514) 458-4627

This will be the last notice in free flight on the Nationals. Interested pilots are requested to register ASAP.

NOTICE TO PILOTS

Planning to compete in the '95 Nationals? Please mail in the full entry fee or a 50% downpayment sooner rather than later. It's hard to plan a contest around an unknown number of late entries. The contest kit, registration forms, etc. will be sent to you on receipt of your cheque.

HANDICAPPED MEET IN PA

As an experiment in regional competition, the Mid-Atlantic Soaring Association will host a new-style Handicap Meet at Fairfield, PA from 27 May to 3 June 95 and run concurrently with the Region IV 15m and Standard class events. The meet is a response to a crisis looming in soaring competition, in which many soaring pilots are not able to keep up with the expense of new sailplanes and equipment and thereby face relegation to also-ran status. It assumes, based on extensive experience, that sailplanes having handicaps within 6 or 8 percent can compete fairly. It is expected that most entrants will be flying either 15m or Standard class gliders. Today, though national competition in the Sports class is of a high order, regional competition in this class has been traditionally limited to inexperienced pilots or those flying less competitive sailplanes, and winners have been officially downgraded. We hope to avoid this second class stigma. Recently, the practise of assigning both 15m and Standard classes the same task has become commonplace, and the latest Standard class sailplanes appear to at least hold their own. Merging both classes in one handicapped event seems a logical evolution, making the distinction not be-



Hi-performance twin project underway

The designer is André Dumestre, who was an active glider pilot in Canada some years ago before returning to France and elsewhere abroad in his work. He has now moved back to Calgary where he is working on this new ship. The molds were designed and built in the Philippines while he was there. Left, the raw fuselage shell is supported upright in the mold to show the general lines. Below, George Dunbar is sitting in the cockpit area of the mold while some of the ergonomics of the interior is being worked out.

tween classes and rules but between actual performance corrected by a handicap value for the sailplane.

If support for this meet is positive, it may lend credence to the proposition that the present class system needs revision, so that competitions are won by the best pilots rather than by the best sailplane designers and most affluent owners. It may also show that applying handicaps to scores has little effect on final standings. Those interested in coming should contact contest manager Carmen Waters at (717) 642-6253 for more information, or write to 831 Boyle Road, Fairfield, PA 17320.

A FAX FROM VILNIUS

It's nice to get a little recognition, eh! We *expect* a greeting card from friends, but so far only the Aero Club of Lithuania has sent SAC a happy anniversary message. Ah well.

When I asked to be informed of any historical mistakes made in the special 1/95 issue of *free flight*, I was not surprised to see Bob Gairns of MSC ferret out a gaffe, because he has always been a strong contributor to the historical record in Canada. In the account of Charles Yeates' record flight in 1966 on page 23, his start point was *Rockland* (northwest of Gatineau Gliding Club at Pendleton, ON), not *Rockton*. It truly would have been an amazing accomplishment then to have reached Cape Cod from SOSA!

On a further historical note — are you the owner or the holder of the club copy of the "*Book of the Best*" record of trophy winners and badge and record holders? If you are reading this now, Ursula says to use the 1994 awards info on page 8 of the *AGM Insert* in this issue to update it. If you also want the detailed flight data on the trophy flights, Ursula will oblige if you contact her.

Thanks to the many friends and acquaintances who have complimented me on the anniversary issue — I knew you would like it. Keep the stories coming. Lastly, as of this issue, *free flight* is being printed in Ottawa, and I want to thank Dave Puckrin in Edmonton for the great printing support he gave me the past few years.

Tony Burton



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Congratulations to the
Soaring Association of Canada
on its 50th anniversary

We are proud to be a sponsor of the 1995
Canadian National Soaring Contest

SAC email ID: bx271@freenet.carleton.ca

THE RECREATIONAL AVIATION PROJECT

At the SAC AGM in early March, Lindsay Cadenhead of Transport Canada gave a talk urging SAC to take part in the process of defining the future of recreational aviation in Canada. As the manager of that project, he indicated that TC was concerned about the decline in general aviation activity and that they were willing to do what they could to promote growth in the industry. Over the last few years, several associations have been urging TC to recognize the difference between aviation done strictly for recreation or pleasure and aviation activity for commercial purposes by adopting less stringent rules for the recreational activity; their main concerns being that over-regulation in the areas of licensing, aircraft certification and maintenance was steadily driving up the costs of flying and reducing the total hours flown.

Several meetings have taken place since early 1994 between representatives of the industry and TC to identify the problems and make recommendations for changes. Until the most recent meeting held on 17 March, neither the Soaring Association nor the Parachutists or Balloonists felt the need to send representatives to these meetings; it should not be surprising therefore that the project has focused entirely on powered aeroplane issues. The main proposals to come from the project so far are to create a recreational aircraft category (which could include decertified aircraft, advanced ultralights, and antique aircraft) and a "recreational pilot" permit which would require less training and a lower medical standard than the private pilot licence but would also have lesser privileges.

Ian Oldaker, Glenn Lockhard and myself attended the last meeting on 17-18 March between TC and aviation groups to see where the project was going and whether participation might be useful for the soaring community. It is not at all clear that the Association could benefit from joining this project; first because gliding is recognized as a separate entity worldwide with its own glider pilot licence, its own training standards and its own glider certification standards, etc. and secondly because it is organized differently at the world, the national, the regional and the local levels. This strong organization is unique and has been reflected in the relationship between SAC and Transport Canada (for example, SAC has far more latitude in its training and qualifying its instructors than any of the other flying specialties).

The work of the recreational aviation project to date has been aimed almost entirely at defining new, lower standards for pilots and

aeroplanes in the hope of lowering the costs at the entry level. In the gliding community on the other hand there seems to be little interest in lowering our standard for training or for qualifying our instructors, although there may be some room for decertifying our gliders and towplanes.

We will continue to attend the many upcoming meetings on Air Regs and to work to simplifying and removing many of them.

The Aviation Fee Proposal

One thing we do have in common with the other aviation groups is our opposition to the user fees that Transport Canada plan to introduce on 1 Aug 1995. In general, it is felt that there are several tasks that could be done outside rather than by TC in order to escape the fee increases. In this respect, the Aero Club of Canada is initiating a project to define how this could be done by an outside agency. On our side, SAC has decided to make known to TC our opposition to the fee increases while studying the possibility of taking on some admin functions ourselves that could result in lower fees.

At some point, SAC will have to either go along with the Aero Club proposal, make our own proposal, or pay the fees as announced by TC.

On behalf of the Association we have written to Transport Canada outlining that the fees as proposed are excessive and do not reflect the lower level of service provided for the soaring community compared to commercial users. We believe also that the fees for type approvals of gliders imported from countries that recognize JAR 22 are particularly unwarranted. Other aspects of the fee proposal and the possibility of taking over some of the licensing functions are to be explored.

Paul Fortier

Chairman, Technical committee

WE NEED A KEEPER OF THE VIDEO LIBRARY

I have been looking after the SAC Video Library for several years, but now need to pass on the job to someone else as soon as possible. It is not an onerous task, consisting mainly of making copies of the required videos and shipping them out to the requestees — I can give you the details. You should own a little shelf space and two reasonably good VCRs for copying. Call me at (902) 455-4045.

This is a small but useful job you can do for SAC if you are of a mind to volunteer — Thank you.

Gordon Waugh

SAC has started to experiment with electronic mail. The preliminary goal will be to open communication to SAC and amongst our members by maintaining a catalogue of who may be reached by email and to identify one or more members in each club who can act as a conduit for SAC communication to their clubs. If you have access to email, send a message to SAC containing your name, club name, province, email ID, and indicate if you would be willing to be your club contact. Besides SAC information, you will also periodically receive a list of all SAC members who have registered.

At time of writing (mid-March) the SAC ID was in the process of being set up. If you have problems reaching it, you may contact me directly at jbroomhall@shl.com and I will notify you when it is in service.

John Broomhall

SAC Alberta Zone Director

NATIONAL SOARING CELEBRATION

Mark down the weekend of June 17-18 on your club calendars now! SAC has been around for fifty years, so let's do something that truly reflects the essence of our sport at the club level. Let's all plan to set aside this weekend in our fiftieth season to do a little flying, eat too much, and perhaps toast the sport a bit. I know from my visits to clubs that we are all capable of having a good time along these lines.

All those who participate in this event will receive a National Soaring Celebration certificate from SAC. I hope that this will be the first event in what will be an annual celebration. Here are a few suggestions on what you might do:

- Hold a club dinner (Gatineau always has good lobsters.)
- Do dawn to dusk flying (it's close to the longest day of the year.)
- Have an open house to kick off the season (Father's Day might be a good hook.)
- Invite another club over and celebrate together (or visit them and empty *their* fridge.)
- Wash all the aircraft (or maybe get the visitors to wash them.)
- Hold a mini-contest (flying, eating and drinking would be too easy.)
- Hold a big contest (if you can't think small, think big.)
- Invite the press (or cause a disturbance and they'll come on their own.)
- Invite your relatives (they may cause the disturbance.)

We all know how to hold a club event, let's just plan to do it together on this weekend. I would be interested in hearing of your

plans so I can keep them on hand if anyone contacts me for ideas.

There is a catch to getting your certificate! After you've cleaned up the mess, I know there will be photographic evidence (all claims must be substantiated of course). Please send me, via the national office, two copies of a photograph best illustrating your club's participation, well documented with the names, dates, and gory details. I plan to put one on the certificate and keep one in a SAC Soaring Celebration Album, which we will haul out on appropriate occasions. I expect that the best celebrations will receive the most ink in *free flight* as well.

We're going to get up with the birds at York, fly until sunset, invite everyone we know, and eat and drink well! Hope you will do the same.

Paul Moggach

ONTARIO SOARING LADDER RESULTS

The Ontario Ladder Soaring Competition is aimed at encouraging post-licence pilots to fly cross-country in friendly competition. The Ladder is modelled on a similar scheme run by the British Gliding Association. Simple rules and low overheads are the guiding principles.

According to the procedure, pilots may claim flights at any time during the season. Each pilot's four highest scoring flights will be counted, so you can always better your score. The pilot's word is accepted for claims but the top two placed pilots will require supporting flight evidence. That means you should get into the habit of filling out flight declarations and carrying barographs and making good turnpoint photos if you think you may be in contention.

The Ladder got off to a good start last year. Five pilots flew 14 flights totalling several thousand kilometres (hey, that's almost as much as the Standard class flew at last year's Nationals!). On the top rung was George Wilson of London Soaring with five flights of which his best four scored 1434 points. Fred Hunkeler of SOSA followed in second place with four flights and 1059 points. Yours truly took ZT out on two flights round Ottawa for third place, and Sue and Chris Eaves were fourth and fifth. Well done!

1994 Ontario Ladder Scores

pilot	# flts	points	place
George Wilson	5	1434	1
Fred Hunkeler (1M)	4	1059	2
Ian Grant (ZT)	2	560	3
Sue Eaves (SU)	2	523	4
Chris Eaves (XU)	1	205	5

For 1995, some minor changes will be introduced following discussion at the SAC AGM ladder workshop in March:

- Basic scoring is 1 pt/km on achieved dist.
- Bonus points will be scored for achieved

declared flights and completed badge legs.

- Additional points will be awarded for handicapped speeds greater than 70 km/h.

To enter your flight claims, contact either Ian or Steven at the below addresses. Successful flying!

Ian Grant GGC & '95 Coord. 41 Gillespie Crescent Ottawa ON K1V 0C1 (613) 737-9407	Stephen Foster Toronto Soaring 10 Blyth Street Richmond Hill ON L4E 2X7 (905) 773-4147
---	---

Ian Grant

AIR CADET SEMINAR AT AGM

At the SAC convention, the seminar on the Air Cadets was a sell-out with standing room only at the back of the room. It was gratifying to see such a deep interest in the cadets. I noticed Derek Piggott in the front row busy taking notes to take home to the British Gliding Association for their air cadet program. (It seems the Canadian cadet flying program is known world-wide.)

There was a long discussion on our clubs making an affordable flying program which air cadets and other young people can take advantage of, with or without previous gliding experience. There was also considerable discussion on clubs contacting their local air cadet squadrons, visiting them, and showing a video on soaring in Canada (which I will have available for this purpose), and telling the cadets about the program the local SAC club has set up for them to learn to fly or continue their training.

The other major discussion revolved around making soaring programs for young people not only affordable, but also making them feel welcome at our clubs too. It was felt that it was of special importance to make young people feel not only welcome, but ensure that the differences between SAC training and that of the cadets is well understood so that they can look forward to a positive soaring experience and really enjoy themselves.

It was recognized that most young people will drift away from soaring, but those who have had an enjoyable time will come back when they are established as adults and financially secure.

It would be very useful to me if I knew which clubs had programs for young people so that the information can be passed on to those concerned. At Gatineau, junior membership is \$150 including the SAC fee, 1-26 rental is \$9/hour, an unlimited flying package is \$300/year for non-glass ships, and tows are \$8 to 2000 feet before noon.

Please tell me about *your* club's program.

Bob Mercer, Air Cadet committee
Box 636, Hudson PQ J0P 1H0
(514) 458-4627 ph & fax

SOARING & RACING

This year the Nationals will be hosted by the Gatineau Gliding Club in Ontario. The club has a history and background that dates back to an early era of gliding in Canada and boasts of a proud and integral part in the history of our sport. As it is the 50th anniversary of SAC — this alone marks a significant milestone in our development — I believe it is very important that we have a good turnout of competitors for all the classes of the competition. In particular, after many discussions with Bob Mercer of GGC and Tony Burton, I believe that much of the revitalization of our sport may lie in a well run, fun and competitive SPORTS CLASS. Bob Mercer has accomplished the near impossible of garnering impressive sponsor-supplied prizes to add credibility to this all-important class. I want to ask each and everyone of you who flies a not so "Top o' the Line" ship to consider flying in the Nationals this year — and not just for the excellent prizes available.

I want you to come for the following reasons:

- 1 to put old fashioned spark back in this sport (you won't be disappointed).
- 2 To encourage others who follow behind, ie. give our students a definitive target to shoot for.
- 3 To participate in unbelievable hangar talk when flying is done (and *unbelievable* is the key word), and of course this means terrific social get-together.
- 4 Accomplishing all of the above will allow you to have so much fun, you won't know what to do with yourself.

I'll leave you with these thoughts and with a request: I would like to see this year's Nationals to be a gathering of young and old in our sport, a kind of reunion if you will, of people who may have stepped out of the soaring *sport* for a while but yearn for the proper forum by which to return. I know there are some of you out there! In the same vein, I know a heck of a lot of westerners that seem reluctant to drive east to national contests on the occasional year. Please consider coming this year, even if you are wearing a Stetson.

For those of you piloting "not so current equipment", the perfect venue for you to fly exists in the Sports Class, handicapped, and free of most of the bugaboos that come with flying 15 metre or Standard class (not that it ain't fun to fly those classes, gals and guys). Come and join us all to celebrate our sport this anniversary year.

Alan Wood

PS My sailplane, 'Agent Orange', is not orange any more. Right now it is primer grey, but shortly it will be bright white with green trim stripes and dark grey 3-D highlights. See you at the contest.

Winter flying ...

from page 10

clear of the 8–10 down sink. Staying clear of the frozen cow patties was also a problem. Sometime during the winter, our grounds-keeper, a local farmer, had decided to fertilize the airfield. The problem was, the manure was frozen when it was spread, and so it lay on the field in rather large chunks. Some were as big as hockey pucks; others were the size of phone books — the yellow pages. All had the consistency of iron. The significance of these runway ornaments was not immediately apparent, but this was soon remedied, as you shall see.

It was an interesting sight from the air, really. One could look down and see two groups of brown dots running the length of the runway. Each group had about six strings of the stuff, and each dotted string was a foot apart. There were two sets because our grounds-keeper, being very thorough, made not one, but two manure spreading runs down the field. The dotted lines looked as if the Jolly Green Giant had pulled a rake down the runway — a rake that was missing a couple of teeth in the middle.

In the circuit, the brown dots became strikingly larger to the eye, but their real significance became obvious after I turned final for my first landing of the day.

There was a brisk crosswind and lots of mechanical turbulence to keep me busy as we approached the well-manured field. We touched down in a clear space between chunks. Just as I was congratulating myself for avoiding the brown obstacles, we rolled up over a stray chunk. With a horrendous bang, the aircraft lurched over it and rolled to a stop, hitting several smaller pucks along the way. An unmistakable barnyard odour wafted up to us as we unbuckled our harness. I looked down, expecting to see holes in the canvas and brown stuff in my lap, but all seemed to be intact.

The worst injury was to my pride. It was an injury inflicted at a leisurely pace throughout the rest of the day by my colleagues. I became well acquainted with just how many variations of the standard cow patty jokes there really were. There was even talk of including in our flight training program at Bluenose a training module on "How To Dodge Cow Pucks". Either Stu Baker or I were to be the Course Module Director, since we were considered to be the flying cow dung experts.

The rules of the game Our winter flying experience has shown us that the rules of the game still apply, only more so. The pre-flight walk-around took on added importance because of ice and possible damage from flying debris. Every time the aircraft rolled through a wet area on the field, there seemed to be more ice droplets present on the fuselage and horizontal stabilizer. We kept a close watch for this eventuality and tried to keep all surfaces clear of ice. Also of particular concern was icing of the C of G Tost hook. Because of impairment to the

back release function, the hook received frequent and close attention.

We also discovered that a winter runway surface was not nearly as flexible as a summer surface. Even after a fully held-off landing, rolling to a stop was a rough, noisy, disconcerting experience. During the roll, bits and pieces of the field surface broke away, and could be heard thumping on the aircraft. We never did find any damage, but we continued to look for it just the same.

As previously mentioned, cockpit checks were done with care. Also, several launches were delayed because of frost forming on the canopy. We got around this problem by leaving the canopy open until just before hookup. And, we didn't hook up until we knew the winch was warmed up and ready to do a launch.

We flew dual, mostly. Each day began with the two most current pilots doing several flights together. This was followed by these pilots going with the others who weren't quite so current. By the end of the day, everyone had had several flights, both as P1 and P2, and went home satisfied. But, most importantly, the Bluenose Soaring Club began the 1994 regular season with a core of seasoned pilots eager to continue their fun in the warmer weather. We got off to a running start, and we haven't looked back.

Epilogue Well, I didn't mean for this to be such a big yarn, but here we are, several pages later. As I write this in March, Bluenose Soaring Club has had a continuous flying operation for two years. We've flown every month since March 1993. The 1994 winter flying season has been quite an adventure, but that's a story for another day. •



Coming Events

5 April **Toronto glider pilot ground school**, Spring session. Weds 7–10 pm for 8 weeks. Contact school at (416) 395-3160 for registration info, or Ulf Boehlau at (905) 884-3166.

20-22 May **Alberta Provincial Contest**, Innisfail, AB. Terry Southwood (403) 255-4667.

24-28 May **Western Sports Class contest**, Golden, BC. A fun contest for intermediate to advanced XC pilots in a spectacular setting. Call Mike Cook (604) 427-5471.

29 May - 4 June **Regina XC Week**, an informal flying week — all welcome. Bryan Florence (306) 545-3366, James Thompson (306) 761-0292.

26 June - 5 July **1995 Nationals**, Pendleton, ON. 24-25 June practise days. Call contest director Bob Mercer (514) 458-4627.

16-25 July **International Vintage Sailplane Meet**, Elmira, NY. For info contact National Soaring Museum, Elmira, (607) 734-3128.

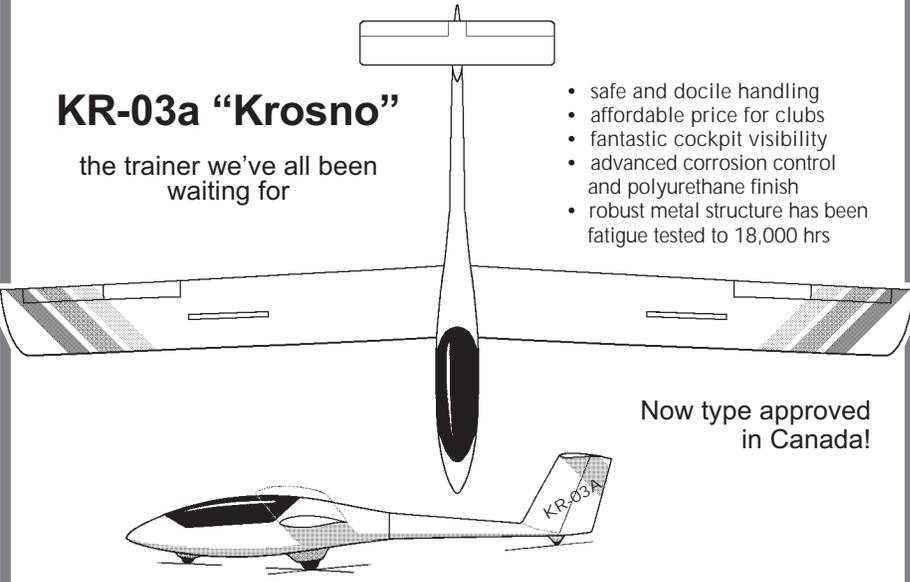
24-28 July **MSC Soaring Contest**, Hawkesbury, ON. A beginner's event for sport, club, two-seater and 1–26 sailplanes. Contact Gilles Séguin (514) 377-5737 or Jim Malebranche (514) 695-1959.

24-28 July **Advanced XC Clinic**, SOSA. Rain date 21-25 August. Contact Ed Hollestelle (519) 455-3316 or Paul Thompson (905) 776-1903.

29 Jul - 7 Aug **Cowley Summer Camp**, the only place to be in Canada for the very best soaring vacation. Call Tony Burton at (403) 625-4563.

5-7 August **Ontario Provincial Contest**, Hawkesbury or Guelph — more info later.

21-25 August **Beginners XC Clinic**, SOSA. Bronze badge required for entry. Contacts as above.



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But now over the St–Lawrence plains ahead the sky was completely empty except for one cu hanging above Granby and another near Acton Vale. Both were off course and at least 35 kilometres away. I could only hope to find unmarked lift over the isolated hills (it was 4:40 by now). I was surprised to have got this far and shutting down any serious hope of reaching home, I began ranging near the course line.

Coasting along near Cowansville, I picked up bubbles here and there, but not enough to circle until near Bromont Mountain, where a smooth thermal wafted me to increasingly comfortable heights. Perhaps this 3800 feet would be enough. Recrossing the autoroute for the last time I opened the water ballast drain and began a final glide of about 30 kilometres. A quick look at the calculator showed 3200 was needed. The altimeter indicated 3400 feet. Just enough. What a relief. I began to feel unreasonably confident, or numb, after 5–1/2 hours.

The air was quiet. Not a ripple. I sat as still as possible floating between Granby and Mt. Yamaska. I could still see over the mountain, an encouraging sign. Perhaps the air was rising from the fields below. Drifting down at 55 mph towards the distant airstrip, the Libelle was in charge, while fields and country roads silently unrolled beneath the fuselage.

Then, a quarter of an hour after the last lift, Champlain airfield appeared ahead ... behind the telephone wires. But we still had 600 feet, crossed the threshold safely, lowered the wheel, and dropped to a landing amongst friends. I waved my arms in victory. Success after years of dreams and plans. Even the question, "Did you take a photo of the field before landing?" couldn't spoil the moment, and later being dunked by laughing pals in the pool with other successful pilots made it even better. •

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6	FAI GOLD badge, cloth 3" dia.	\$ 4.50
7	FAI 'C' badge, silver plate pin	\$ 5.00
8	FAI SILVER badge, pin	\$39.00
9	FAI GOLD badge, gold plate pin	\$35.00
	<i>Items 7–12 ordered through FAI awards chairman</i>	
	<i>Items 10, 11 not stocked – external purchase approval given</i>	
10	FAI GOLD badge 10k or 14k pin	
11	FAI DIAMOND badge, 10k or 14k pin and diamonds	
12	FAI Gliding Certificate (record of badge achievements)	\$10.00
	Processing fee for each FAI application form submitted	\$10.00
13	FAI badge application form (<i>also stocked by club</i>)	n/c
14	Official Observer application form (<i>also stocked by club</i>)	n/c
15	SAC Flight Trophies application form (<i>also stocked by club</i>)	n/c
16	FAI Records application form	n/c
17	SAC Flight Declaration form (<i>also stocked by club</i>) per sheet	\$ 0.15
18	SAC guide "Badge and Records Procedures", ed. 6	\$ 5.00
19	FAI Sporting Code, Section 3, Gliders, 1992	\$ 7.00
	<i>available from and payable to the Aero Club of Canada (address below)</i>	

Please enclose payment with order; price includes postage. GST not required. Ontario residents, add 8% sales tax. Items 1–6 and 13–18 available from SAC National Office. Check with your club first if you are looking for forms.

SAC National Office, 111 – 1090 Ambleside Drive, Ottawa, ON K2B 8G7 tel (613) 829-0536 • fax (613) 829-9497
Aero Club of/du Canada, 9 – 5100 South Service Road, Burlington, ON L7L 6A5 tel (905) 333-1407 • fax (905) 333-2673

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K8b, C-FTXX, 1275 h, electric vario, no trailer. \$11,000 obo. Pierre Bertrand (514) 421-6373 eves.

Pioneer II, C-GLUV, 35/1, excellent shape, fun to fly, all rigging aids, nice enclosed trailer. \$8000 obo. Ron McCullough (613) 547-7802.

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PIK 20E-II, C-FIGW, excellent condition. TT 488 h, engine 145 h. Varicalc 3CN vario/computer, Becker radio, Bohli compass, Security 150 chute, one-person rigging, factory trailer, expensive spares and extras. \$US42,000. Len Gelfand (613) 749-5101.

miscellaneous

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Wanted — tow hook assembly certified for a Cessna 182. (604) 342-3565.

Wanted — horizontal stab and elevator for K7. Call Doug Girard, Bluenose Soaring (902) 462-0600.

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SOARING — the journal of the Soaring Society of America. International subscriptions \$US35 second class. Box E, Hobbs, NM 88241 (505) 392-1177.

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NEW ZEALAND GLIDING KIWI — the official publication for the 1995 World Gliding Championships at Omarama and the bi-monthly journal of the N.Z. Gliding Association. Editor, John Roake. \$US25/year. N.Z. Gliding Kiwi, Private Bag, Tauranga, N.Z.

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Total			___

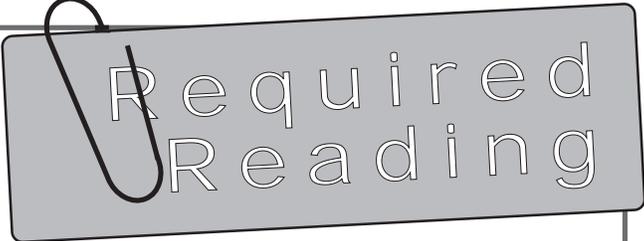
Name

Address:

.....

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These are very nice shirts with the SAC anniversary logo imprinted on them. Any colour available — your choice. Mail your order to the National office.



Are you a SAC member?

The SAC office receives calls each season which indicate that there are a number of people who do not really understand the importance of this — the issue is not just one of whether you receive your copies of free flight, or use SAC services, or whether you are eligible to fly in a contest. **It determines whether you are flying with valid insurance coverage.**

The actual text of the SAC insurance policy is: "It is a condition of this policy that coverage in respect of risks while in flight shall apply only while the aircraft is being operated by:

- a) any pilot who is a current member of the Soaring Association of Canada or is a guest of the policyholder and is a member of a national soaring association affiliated with the FAI. Each such pilot shall hold a valid current pilot's licence with all ratings required by law for the flight, endorsed thereon.
- b) any pilot holding a student pilot permit – glider category, each flight by whom shall be under the direct supervision or have the specific approval of a pilot holding a glider pilot licence endorsed for glider instruction privilege."

The second paragraph is being amended this year by our insurers to make it absolutely clear that both student and instructor must also be current SAC members.

Membership of SAC cannot be confirmed unless it has been recorded in the head office. Procedures will be implemented for the 1995 season which will assist clubs to verify who are current members, and therefore carry valid insurance. Situations have arisen in past seasons which raised concerns in this area, particularly:

- 1 Clubs that have not provided their membership dues and a list of their members to head office until well through the flying season.
- 2 Individuals who contact head office as they are not receiving their copies of free flight, whereupon it is found that the clubs have not reported these individuals as members.
- 3 Students who have received flight training during the season, but whose SAC membership is only obtained immediately prior to their first solo flight.
- 4 Owners flying off private airstrips, who have insured their aircraft under the SAC policy, and presumed that they were covered but have ignored the status of their SAC membership.

The membership year of SAC terminates each March 31. Membership lists and dues for the forthcoming season should be provided by club treasurers to the SAC office shortly thereafter. Additionally, during the season SAC office should be receiving club submissions for new members. Where this is not happening, the SAC office would not be in a position to confirm an individual's current membership in the event of a loss claim, with the danger that this might be disallowed. This not only implies the possibility of a great hardship being inflicted on the individual but in the event of their inability to pay, or if there were to be a significant liability claim, all of those associated with the flight operation up to and including club board members could also be affected.

Accordingly the following procedures are being put in place for the 1995 season to ensure that problems in this area are avoided:

- 1 The SAC office will issue to all clubs a list of those individuals who were paid up members for the previous flying season. Club treasurers are expected to return these lists, corrected as necessary for the new season, together with the applicable dues by April 30. All of those individuals being reported will be recorded as continuing members, as if they had renewed on April 1.
- 2 Early in each of the following months from May onward, the SAC office will issue to each club an updated list of the individuals for whom it has received membership information and dues. This list can then be posted in the clubhouse or on the flight line, and will clearly indicate those individuals who are current members and therefore insured to fly.
- 3 Additional individuals will be added to the list as they join during the season. These individuals will be recorded as members from the first of the month in which their membership information is received by the SAC office.
- 4 In cases of emergency, it is possible for club treasurers to fax or phone membership information to head office to ensure coverage. Individuals should not be calling the SAC office for membership renewal, as this greatly increases the workload. Membership should all be handled through the treasurer of your local SAC affiliated club.

Note: The SAC insurance policy again requires that pilots be members of a SAC-affiliated club to obtain coverage ("individual" SAC members will not be eligible).

SAC Member Clubs

MARITIME ZONE

BLUENOSE SOARING CLUB
Ron Van Houten
17 John Brenton Drive
Dartmouth, NS B2X 2V5
(902) 434-1032

QUEBEC ZONE

AERO CLUB DES OUTARDES
Luc Boileau, 876 Bergeron
Ste-Thérèse, PQ J7E 4W8
(514) 430-0367

ASSOCIATION DE VOL A
VOILE CHAMPLAIN
Claude Gosselin
30 des Orties
Laprairie, PQ J5R 5J3
(514) 444-3450

CLUB DE VOL A VOILE
DE QUEBEC
Jean-Guy Helle
85 Route de la Jacques-Cartier
Ste-Catherine, PQ G0A 3M0
(418) 875-2005

MONTREAL SOARING
COUNCIL
Box 1082
St. Laurent, PQ H4L 4W6

CLUB DE VOL A VOILE
MONT VALIN
3434 Ch. Ste Famille
Chicoutimi, PQ G7H 5B1

ONTARIO ZONE

AIR SAILING CLUB
Richard Longhurst
100, 1446 Don Mills Road
Don Mills, ON M3B 3N6
(416) 391-3100 ext 250 (W)

ARTHUR GLIDING CLUB
10 Courtwood Place
North York, ON M2K 1Z9

BASE BORDEN SOARING
Box 286
Borden, ON L0M 1C0

BEAVER VALLEY SOARING
Doug Munro
187 Chatham Avenue
Toronto, ON M4J 1K8
(416) 466-1046

BONNECHERE SOARING
Box 1081
Deep River, ON K0J 1P0

CENTRAL ONTARIO
SOARING ASSOCIATION
Bob Leger
866 Hyland Street
Whitby, ON L1N 6S1
(905) 668-5111

ERIN SOARING SOCIETY
Box 36060, 9025 Torbram Rd
Bramalea, ON L6S 6A3

GATINEAU GLIDING CLUB
Rick Officer
1085 St. Jovite Ridge
Orleans, ON K1C 1Y6
(613) 824-1174

GUELPH GLIDING &
SOARING ASSOCIATION
G. Ritchie (519) 763-7150
259 Cole Road
Guelph, ON N1G 3K1

LONDON SOARING SOCIETY
Brian Keron
RR 2,
Thamesford, ON N0M 2M0
(519) 285-2379

RIDEAU GLIDING CLUB
Box 307
Kingston, ON K7L 4W2

RIDEAU VALLEY
SOARING SCHOOL
Box 1164
Manotick, ON K4M 1A9
(613) 489-2691

SOSA GLIDING CLUB
Pat O'Donnell
74 Lincoln Avenue
Brantford, ON N3T 4S9
(519) 753-9136

TORONTO SOARING CLUB
Stephen Foster
10 Blyth Street
Richmond Hill, ON L4E 2X7
(905) 773-4147

WINDSOR GLIDING CLUB
Eric Durance
785 Bartlett Drive
Windsor, ON N9G 1V3

YORK SOARING ASSN
10 Courtwood Place
North York, ON M2K 1Z9

PRAIRIE ZONE

GRAVELBOURG GLIDING
& SOARING CLUB
Mark Jalbert
Box 213
Lafleche, SK S0H 2K0
(306) 472-5668

PRINCE ALBERT GLIDING
& SOARING CLUB
219 Scissons Court
Saskatoon, SK S7S 1B7

REGINA GLIDING &
SOARING CLUB
James Thompson
Box 4093
Regina, SK S4P 3W5
(306) 536-4119 or 536-5759

SASKATOON SOARING CLUB
Box 7943
Saskatoon, SK S7K 4R6

WINNIPEG GLIDING CLUB
Susan or Mike Maskell
489 Lodge Avenue
Winnipeg, MB R3J 0S5
(204) 837-8128

SWAN VALLEY SOARING ASSN
Sam Namaka
Box 1827
Swan River, MB R0L 1Z0
(204) 734-4677

WESTMAN SOARING CLUB
Box 1294
Brandon, MB R7A 6N2

ALBERTA ZONE

CENTRAL ALBERTA GLIDING CLUB
Jerry Mulder
4309 Grandview Boulevard
Red Deer, AB T4N 3E7
(403) 343-6924

COLD LAKE SOARING CLUB
Randy Blackwell
Box 2108
Medley, AB T0A 2M0
(403) 594-2171

CU NIM GLIDING CLUB
Keith Hay
7 Scenic Glen Gate NW
Calgary, AB T3L 1K5
(403) 239-5179

EDMONTON SOARING CLUB
Dave Puckrin
Box 472
Edmonton, AB T5J 2K1
(403) 459-8535

GRANDE PRAIRIE
SOARING SOCIETY
Walter Mueller
10317 - 82 Avenue
Grande Prairie, AB T8W 2A6
(403) 539-6991

PACIFIC ZONE

ALBERNI VALLEY
SOARING ASSN
Doug Moore,
Site 310, C6, RR3
Port Alberni, BC V9Y 7L7
(604) 723-9385

ASTRA
9280 - 168 Street
Surrey, BC V4N 3G3
(604) 589-4552

BULKLEY VALLEY SOARING
Ted Schmidt
Box 474
Smithers, BC V0J 2N0
(604) 847-3585

VANCOUVER SOARING ASSN
Membership Secretary
Box 3251
Vancouver, BC V6B 3X9
(604) 521-5501