free flight libre

08/4
Fall

Priorities

John Toles SAC President

TWO OF THE MOST COMMON QUESTIONS directed to organizations such as SAC are, "What do I get for my annual fee", and "What does the organization do for me". I have referred to many of the benefits of SAC in previous writings. Some see membership only as a necessary cost for inclusion in the group insurance plan, but most recognize the broader aspects involved in representing soaring in Canada. These include a level of control over flight training and the licensing of pilots, airspace issues, safety issues, competitions, technical matters, and so on as represented by the various SAC committees. In this issue I will deal with some of the financial issues.

The SAC 2007 Financial Statement summary and notes can be reviewed on the SAC website under *Document Vault – Minutes and Reports*. I will make reference to these, as well as to the more detailed financial information that was distributed at the 2008 AGM. We are in reasonably good shape financially. This has not always been the case. A few years back SAC's survival was in question. Major changes were made to bring us to our current situation. These included some rather generous loans and donations that provided the establishment of the Pioneer fund and other funds and the purchase of the current office condo. Expenses were also reduced, including office and operating costs, reducing the size of the board and the number of board meetings, and employing an effective executive director to oversee the general operation and finances.

The financial statements represent three separate accounting entities, consisting of the General fund, the trust funds, and the World Contest fund. The general fund represents the financial aspects of running the organization, as represented by the annual budget. Revenue comes from two main sources, membership fees and investment income. Both were higher than forecast for 2007, resulting in an operating surplus. The trend to membership is downward over the last ten years, so we can't project increased membership revenue every year. Also, the markets did very well the last couple of years, providing good investment income. Based on market conditions as I am writing this, we may be in for lower earnings in the future.

The restricted trust funds (Pioneer, Air Cadet, Wolf Mix and Peter Corley) are separate from the General fund, being held in three managed accounts involving three asset management firms. This provides both portfolio and management diversification, producing stability and overall risk reduction. These accounts do not align with the various trust funds. They are separate for accounting purposes, but pooled for asset management. Only the Pioneer fund is large enough to have a managed account on its own. The World Contest fund does not accumulate as it is used each time Canada participates in a world contest, so investment is short term rather than with the other funds.

The trust funds have restricted use. That is, there are conditions that were placed by the contributors when the funds were opened. Generally, a portion of the Pioneer fund's earnings can be used each year to stabilize and supplement general revenue (it's founding purpose was to hold down membership fees). The remainder provides fund growth. Earnings are in the form of interest and investment income. There have also been significant capital gains within the fund, but it is a component of the fund growth, and not available as income. It will provide increasing revenue in the future as long as the markets continue to expand over the longer term. Likewise, earnings from the Wolf Mix fund are directed to the World Contest fund. The other component of the fund growth, of course, is individual contributions. Contributions to the funds, which come from only a small percentage of the membership, have declined recently, possibly a result of competition for donation dollars from other organizations. Some members have been publicly requesting use of the funds for other than their intended purpose; in a future article more detailed information on the terms and conditions of the funds will be provided. ⇨ **p29**

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photo:
Sonia Hildesheim

Cover

Sonia won the Judges Choice award for this photo in the City of Ottawa *"Young at Art – 2008"* competition. She took the photo at her Dad's landout near Rosedale (SW of Kitchener, ON) at the 2007 Nationals.

DEPARTMENTS

Lax spin training?

Dan Cook,
chairman Flight Training & Safety

I HAVE BEEN A LITTLE SURPRISED LATELY with the status of spin training in our Association. The Flight Training & Safety committee has been advocating a three level approach to spin training in our Instructor Manual for the student training syllabus – training in spin recognition, spin avoidance, and spin recovery. *Spin recognition* focuses on Scenario Based Training, showing the many common situations leading to spin entry. *Spin avoidance* emphasizes teaching prompt recovery from the wing drop stall by immediately reducing the angle of attack and avoiding the spin. Lastly, to teach the JAR 22 *standard recovery* method (full opposite rudder, neutralize ailerons, pause, move stick forward until rotation stops, centre the rudders and recover from the dive). Yes, you may be able to recover faster with another technique, in an L-13 for example, but it may kill you later if you fall back on that technique in some single seat gliders.

So what's all the fuss? I have had candidates who show up over the last couple of years for checkouts or instructor courses who are surprised with the spin exercises and many of the possible spin scenarios. They tell me this is great stuff and are impressed and wonder why they have not seen it before. I wonder too, since I've been teaching it to instructor candidates for five years now, including members of their own clubs! The FT&SC has also written articles about it countless times. (Yes, I know, if you are not a student or instructor you skip over the "training" pieces.)

Next, to my amazement, I have had to take control at times while doing spin training in the Puchacz. Is the Puchacz a bad aircraft? Some argue yes because its spin fatality rate is higher than other trainers. Guess what – it spins just like many single seat gliders out there (including the 1-23). Push opposite rudder and the world just keeps going around. It's not until you move the stick forward that the rotation stops. A simple procedure, but I am amazed how many pilots (including instructors) get it wrong. I am also amazed at how many instructor candidates explain the recovery technique wrong on their final exam!!

There is a human factors aspect in that many pilots are afraid of spins so they religiously avoid them. Many tell me they never spin single seat gliders! I think a lot of us have learned different expectations from trainers that spin with difficulty or tend to naturally fall out into a spiral and we get surprised (an acute stress reaction) when we spin a single seat glider (or Puchacz). They are

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 the national aero clubs. The ACC delegates to SAC the supervision of FAI related soaring activities such as competition sanctions, processing FAI badge and record claims, and the selection of Canadian team pilots for 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. An e-mail in any common word processing format is welcome (preferably as a text file). All material is subject to editing to the space requirements and the quality standards of the magazine.

Images may be sent as photo prints or as hi-resolution greyscale/colour .jpg or .tif files. Prints returned on request.

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 Zone director.

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forced to do them in their spring checks, but in gliders that basically recover no matter how poor their technique might be. "Check-out" instructors give them a pass, as the end result was they recovered from the spin (in an L-13 or 2-33).

However, I fear some instructors are not watching for the full rudder deflection or watching for the stick moving forward. When even experienced pilots inadvertently spin their Jantar or ASW-20, they are then overstressed when their sloppy technique does not work and the outcome is not good.

How important is full rudder deflection you ask? A few years back I was asked to check out the Jantar the club had for sale. It had been repainted with an epoxy paint and I noted the rudder binding a bit on the paint at full deflection. When I strapped in, the seat arrangement was different than the Jantar I flew at Gatineau – I was a bit further back. I could still get full rudder deflection to the stop, but it required more effort because of the binding on the paint. I was using my calf muscle and not my quad because my legs were more stretched out. Satisfied I had full deflection, I elected to take off, forgetting about the potential effects of aerodynamic loading on the rudder in a spin. After testing the handling of the aircraft I elected to spin at 6000 agl. After three recovery attempts and a loss of 3000 feet I was getting ready to test my parachute. I had tried opposite rudder and brought the stick full forward in the recovery without effect. I did not feel the "stop" on the rudder pedal so I loosened my seat belt and slipped forward a bit allowing my knee to bend. Now with full force coming to bear I felt the pedal move about another half inch or so towards the stop. Now the glider rotation stopped when I moved the stick forward! When I asked other pilots who had flown the glider they admitted they never spun it. I'm glad to have discovered this with sufficient height to sort it out!

When I teach spin recovery to students and they apply opposite rudder, I always check by pressing hard on the (opposite to the turn) rudder and I should not feel it move. If it does, the recovery technique was incorrect and I will have students re-do the exercise. The same goes for watching for the forward stick movement after the one second pause. Also, I have had to ask pilots to take their feet and hands off the controls as they were physically preventing me from moving the stick forward. Often the nose-down pitch results in the pilot leaning back preventing forward stick movement. Seat cushions exasperate this situation.

Some instructors may feel that their responsibility ends with teaching a student to safely fly a trainer solo. However, our responsibility as instructors is to build basic piloting skills (primacy) that will allow pilots to fly safely throughout their flying experiences. Unfortunately after 100 or 1000 hours of flying experience, a situation will surprise us and we usually fall back on our initial training when under this stress. How well primary training is done may determine outcomes much later in our flying.

If your club isn't doing this three level approach to spin training ask why not? Practise spins with an instructor until you are comfortable (no stress reaction). If you get the chance, fly with someone competent teaching spins in an "unforgiving" trainer like a Puchacz. If you are an instructor and this information is somehow new to you, don't be a dinosoar, upgrade your instruction skills with someone who is current. ❖

L'ASSOCIATION CANADIENNE DE VOL À VOILE

est une organisation à but non lucratif formée d'enthousiastes et vouée à l'essor de cette activité sous toutes ses formes, sur le plan national et international. L'association est membre de l'Aéro-Club du Canada (ACC), qui représente le Canada au sein de la Fédération Aéronautique Internationale (FAI), laquelle est responsable des sports aériens à l'échelle mondiale et formée des aéroclubs nationaux. L'ACC a confié à l'ACVV la supervision des activités vélivoles aux normes de la FAI, telles les tentatives de record, la sanction des compétitions, la délivrance des insignes, et la sélection des membres de l'équipe nationale aux compétitions mondiales.

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Les articles publiés dans *free flight* proviennent d'individus ou de groupes de vélivoles bienveillants. Leur contenu n'engage que leurs auteurs. Aucune rémunération n'est versée pour ces articles. Tous sont invités à participer à la réalisation du magazine, soit par des reportages, des échanges d'idées, des nouvelles des clubs, des photos pertinentes, etc. L'idéal est de soumettre ces articles par courrier électronique, bien que d'autres moyens soient acceptés. Ils seront publiés selon l'espace disponible, leur intérêt et leur respect des normes de qualité du magazine.

Des photos, des fichiers .jpg ou .tif haute définition et niveaux de gris peuvent servir d'illustrations. Les photos vous seront retournées sur demande.

free flight sert aussi de forum et on y publiera les lettres des lecteurs selon l'espace disponible. Leur contenu ne saurait engager la responsabilité du magazine, ni celle de l'association. Toute personne qui désire faire des représentations sur un sujet précis auprès de l'ACVV devra s'adresser au directeur régional.

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the 30th Worlds

Jörg Stieber, Team Manager

Maria Szemplinska

AFTER AN ABSENCE OF FIVE YEARS, Canada fielded a team in the 15m and 18m classes at the 30th World Gliding Championships in Lüsse, Germany. Due to the many competition classes, the WGC 2008 were split, with Club-, Worlds- and Standard classes flying in Rieti, and 15m, 18m and Open classes competing in Lüsse.

The Team In order to be eligible for the Canadian Team, pilots need to qualify typically in two Canadian Nationals, according to the seeding rules. Due to budgetary constraints and the low number of active competition pilots in Canada, the Canadian Team was small:

Dave Springford SOSA president and a veteran of many Canadian Nationals. Dave started flying at age 12 and has accumulated 2300 hours in gliders. When he is not flying, Dave teaches at Conestoga College in Kitchener. He competed in the 15m class with a rented ASW-27 which was in excellent shape. The Schleicher company was very helpful in procuring the glider for us. Dave was supported by his partner and able crew, Virginia Thompson.

Jerzy Szemplinski SOSA pilot and Canadian representative for SZD, competed in the 18m class, flying a brand new ASG-29. Jerzy started flying at age 16 in his native Poland and got into competition flying early in life. Jerzy took a break from gliding after he immigrated with his family to Canada in 1985. He returned to gliding in 2002 and has been a regular at Canadian Nationals since. He has 2300 hrs in gliders. Jerzy is a financial advisor with Manulife Securities. He was supported by his wife Maria who has been his trusty crew for many years and has also contributed wonderful soaring photos to *free flight* and SOARING magazine in the USA.

The third pilot on the team, Willem Langelaan who is the current Canadian Champion and a veteran of the 1983 Worlds in Hobbs, NM, graciously stepped aside when we had to cut one pilot from the team because the competition was over-subscribed (see previous edition of *free flight*).

I had the privilege to serve the team as team manager. It was the first time that I experienced a competition not from the pilot's perspective but in a ground support role. For more detailed info on our pilots, check the team website at <*http://www.sac.ca/team*>.

Budget Going to a Worlds is an expensive undertaking. The main budget items per pilot were:

Entry Fee	$1,500
Tows (14 tows @ $80)	$1,120
Airline tickets for pilot and crew	$3,500
Glider rental	$5,000
Car rental (28 days @ $90)	$2,520
Fuel (3000 km, 300 l @ $2.40 /l)	$ 720
Accommo (28 days @ $96)	$2,688
Meals	$1,920
Total	$18,968

- Numbers based on a Euro exchange rate of 1.6.
- It is very difficult to rent cars with trailer hitches; fortunately, the organizers found a sponsor in *Europe Car* who made hitch-equipped luxury vehicles available at very reasonable rates (Audi A6 and Q7).
- Lüsse being located in a rural area of the former East Germany, I found the cost for accommodation and particularly meals much lower compared to Munich for example.
- We were lucky to realize some other savings: Jerzy didn't have to pay rent for his glider, and Dave got a loaner car for the cost of insurance and registration.

Throughout the past year Dave and Jerzy had worked hard at fund raising and were successful in finding sponsors. In the process we learned a lot about what works and what doesn't. Thanks again to our corporate sponsors and particularly to the private contributors who so generously helped to fund the team. Early on in the planning process, we set it as our goal to involve the entire Canadian gliding community by communicating our preparations in detail and to report as "live" as possible what was happening on the ground in Lüsse. Writing the blog made me feel connected with our gliding friends at home and all the supportive and encouraging comments we received helped to keep the team's spirit high – thank you all! As it turns out, even people who are not into gliding were following the blogs and I was

Maria Szemplinska

The team: Jörg, Dave, and Jerzy

surprised to learn that the Contest Director was well aware of what we were reporting (oops!)

Contest Site 130 of the world's best pilots from 34 nations had come together in Lüsse for the Olympics of soaring. The events over the next two weeks would decide who would be the next world champion in each class. It was the Worlds with the largest number of participating nations ever. I vividly remember the evening before the start of the contest. The excitement of the official opening was over and the airfield was quiet. Many of the gliders were tied down and everything was ready for the start. It was a calm evening but there was also tension and excitement in the air. Ingo Renner once said, on the evening before the competition starts, every pilot is still a potential world champion.

The airfield is about 80 km southwest of Berlin, just on the edge of the Berlin class C airspace and pretty much in the centre of the old East Germany. In Cold War times it was used as an emergency air base for the Soviet air force. The Soviets never put hard surface runways in because that would have made the field visible to satellites. The firm grass runway is 3 kilometres long and 300 metres wide which makes it an ideal for large competitions. For launch, the competitors were lined up four abreast each in two grids, on the north and south sides of the runway. There was enough room in the centre for the towplanes and relights to land.

Initially it took close to 90 minutes to launch the entire field. Under pressure from the team managers, the contest organizers worked hard to improve the launch time by gradually increasing the number of towplanes from 11 to finally 14 and by improving the efficiency of rope running and hook-ups. The pilots and crews did their part to avoid delays. By the end of the contest we were launching everyone in just over 60 minutes.

The host Berlin gliding club is fortunate to have great facilities. There are several large hangars, and a clubhouse with restaurant, beer garden, and even laundry facilities. There are two large campgrounds, one for club members and one for visiting pilots, which was used by many teams. Wireless internet access in the clubhouse and surrounding area as well as LAN connections in one of the hangars made it easy to connect with home. In the briefing hangar every team had a marked spot with enough room for pilots and crews. Printed information, such as task sheets, was distributed to the team managers via a pigeon hole set-up. Except for the daily briefing, the contest organizers communicated with the teams and pilots through the 34 team managers. Announcements for task changes, grid meetings, etc. were typically broadcast via text message. Jerzy had found a source for reasonably priced pre-paid German SIM cards that work in unlocked GSM phones. So everyone had a cell phone with a German number which made communications a lot easier. GPS systems in the cars eliminated navigation problems on retrieves.

The task area is generally flat with sandy, well draining soil. Large areas are covered with pine forests which seemed to produce thermals later in the day and under cirrus cover. Large fields provide plenty of outlanding opportunities. Two large rivers, the Elbe in the west and the Oder in the east, cause wide bands of reduced thermal activity. A low east/west ridge, called the Fläming Ridge, is a good thermal generator. The first cu always developed along the Fläming.

The dominant airspace is the Berlin class C, an oval inverted wedding cake. There are other smaller control zones and a number of restricted areas that were active on some days. All in all, the airspace is not bad for central Europe but still a lot more complex than what we are used to, even in SW and eastern Ontario. The penalty for entering airspace was landout at the point of entry.

Weather Lüsse is far enough to the east to be influenced by the dry continental airmass over Russia. However, fronts originating from lows over the British Isles can also bring maritime air into the contest area. During the training days a high over Russia extended to Lüsse with easterly winds bringing in very dry air. The days were hot and almost blue except for a few cu with bases around 7–8000 feet. Thermal conditions were excellent. With the start of the competition however, the weather became unsettled. Northwesterly flow brought in moist and very unstable air from the Atlantic. In these conditions we had lots of cloud, sometimes overdevelopment and stiff, sometimes very strong NW and W winds. Fortunately, cloud streets formed which allowed for good speeds despite the wind.

Competition summary There were 8 contest days out of 13 possible. After dynamite conditions during the training week which allowed speeds in the 140 km/h range, the weather was unsettled for the entire contest. Fortunately there were no bad weather stretches. Contest days typically alternated with cancelled days. There were never more than three contest days in a row, so the pilots had a chance to rest. The contest was safe and extraordinary sportsmanship was shown by the 130 pilots. There was not a single protest.

With the often small windows of soarable conditions, tasks typically ranged from 300 km to close to 500 km and two to three hour minimum times for assigned area

tasks. Top speeds were around 125 km/h, quite a bit slower than the 140 km/h during training. On Day 4, the entire 15m class and all but two 18m competitors landed out. On most other days, three-quarters of the field in each class typically completed the task. Flying finishes were discouraged and kept to a 150 foot height minimum. The preferred finish was to overfly the finish line and make as long a landing as possible. As the contest went on, pilots perfected their technique for this type of finish by crossing the finish line low (3–10 feet) with high speed and then gradually bleeding off airspeed over the remaining 6000 feet of runway while reconfiguring the aircraft for landing (gear down, flaps, dive brakes). We saw some spectacular finishes with waves of six to ten gliders finishing simultaneously. We also saw the odd wheel-up landing. A detailed, day-by-day description of the contest is posted on my blog <*http://wgc2008joerg.blogspot.com/*>.

Results The 15m class was clearly dominated by the Hungarian pilot György Gulyas, flying a Ventus 2a. He took the lead on Day 3 with 130 points and, through very consistent flying, gradually increased it every day to 335 points in the end. In the 18m class, the French pilot Olivier Darroze, flying an ASG-29, took the lead on Day 6 to finish 98 points ahead of the Dutch pilot Ronald Termaat. Both György and Olivier had won three days. However Olivier placed 29th on the last day. In the Open class the defending world champion Michael Sommer won his second title ahead of his team mate Tassilo Bode. Both flew the ASW-22BLE with a wing span of 26.4 m. Michael took the lead on Day 6 from the lone South African pilot Laurens Goudriaan who flew an excellent race, finishing in third place.

Both Dave and Jerzy proved they can fly with the world's best. On Day 4 Dave practically tied with the winner of the day and received 999 points. It felt really good to see a Canadian on the podium. However, he had more than his share of bad luck – on Day 2 Dave landed out when most of the class made it home, losing 452 points to the winner. On Day 3 Dave was in the first row at the grid and we were a bit rushed. In the rush the zone of the last turnpoint was input incorrectly and he missed the actual turnpoint by a bit which cost him 50 penalty points. After a bad start, the success of Day 4 was doubly great and helped Dave to find his groove. However, all chances for a good final score vanished on Day 7, when Dave strayed into the Berlin class C airspace and was scored as landed out 9 km into the task! Although the overall result of 37th place is disappointing, without the technical problems (airspace and missed turnpoint), Dave would have been in the mid to high twenties, which is a good result for competing in one's first Worlds.

Jerzy was very focused from the beginning, starting out with a 13th place, steadily working himself up to 5th place on Day 5. After a setback on Day 6 he managed to get back into the top ten the next day but dropped to 11th on the last day. Overall, Jerzy placed in the top ten in five out of the eight contest days which is an amazing achievement and means he was flying on a par with current and former world champions. He was a bit disappointed to drop to 11th on the last day but according to my records, this is still the best result for a Canadian competitor in a class of over 40 gliders since Ulli Werneburg's 11th place 1981 in Paderborn, Germany. Congratulations Jerzy!

Lessons learned It is important for pilots to settle into a routine during training, so they can completely focus on the race from the first day. When the contest starts, they have to be well acclimatized if possible, eat their regular diet and get lots of sleep and rest. There should be no distractions. It is the team manager's job to take care of all the little organizational things that need to get done.

A harmonic relationship among all members of the team: pilots, crews and team manager, is very important. We got along very well as a team which is of course the advantage of a small team. Apparently, there were some horror stories from other teams. Maria and Virginia did a fantastic job supporting their pilots and keeping the spirits of the team high. After a few days we had developed a good routine and every member of the ground crew knew what to do.

Most other teams had two pilots per class, six in total. For us a good number would have been two pilots each in 15m class and 18m class (there is no Open class in Canada). Two pilots in a class can fly as a team and share information, even if they don't fly wingtip to wingtip. It is not uncommon for a pilot to strike out for one reason or another. It happened to many other pilots in this competition. With a larger team there are enough other pilots who still have a chance to do well and the pilot who struck out can provide valuable help to his teammates. For example, after his airspace problem on Day 7, it didn't really matter much anymore for Dave how he did on Day 8. If we had another 15m competitor, Dave could have taken an early start and helped him with information (help across classes is not permitted). It would also help to have more ground crew personnel to gather intelligence, listen in on the frequencies of the top teams, check weather, etc.

A strong ground station with a large capacity battery, combined with a high antenna that can cover the entire task area, is also very helpful. Since the European teams travelled by car, it was easy for them to take good communication equipment along. Our little handhelds were basically useless beyond 20 km and we constantly had to nurse the batteries along. Another problem were transformers for the 120 V charging equipment – we blew several transformers and chargers.

In the end it boils down to money. The cost of taking four pilots and say six crew to Europe for a World championships would be close to $100,000 – well beyond the means of SAC to support and unlikely to be found in sponsorship money. On a personal note, I immensely enjoyed the three weeks in Lüsse. Being on the ground looking at a sky filled with cu took a little getting used to at first. Jerzy graciously offered the ASG-29 to me during the training week but I declined – I could never have forgiven myself if I ruined his contest by bending the airplane. Jerzy probably wouldn't have forgiven me either. Being the team manager was a great opportunity to observe the backstage workings of the Worlds. I also had a chance to reconnect with old friends from my days in the Akaflieg. Last but not least, the cohesiveness of the team made it a great experience. ❖

Dave's story

Maria Szemplinska

THIS WAS MY FIRST World Gliding Championships and I learned a lot from the experience, having some good days and bad days. One question that has been asked of me many times since I got back home is if I would go again. The answer is a definite yes!

The flying area in Lüsse was quite flat with large hay or wheat fields. There is a distinct difference in the size of the fields from the old west side of Germany to the east side. The best lift was concentrated over a somewhat higher (about 200 ft) forested area that the locals called the Fläming Ridge. The weakest areas were close to the rivers. There was a part of the task area to the east where there were numerous lakes and streams. This area was always weak and on a couple of tasks required 45 km glides to get across it and connect with the good lift again.

We talked with some of the locals who lived in west Berlin before the collapse of the east. In those days they had to drive over 300 km to the west to go flying on weekends. When the wall came down they knew, from days staring out the office window in Berlin, that there was great soaring to be found in the Berlin area and started the search for a gliding site. Lüsse is now considered one of the best thermal sites in Germany.

The weather conditions during the contest were generally good, but there seemed to be a little twist most days. On three of the days we faced stiff winds of 25-30 kts at altitude and on a couple of days thick cirrus moved in to cover the course. Surprisingly, the winds had much less impact at altitude than we expected. We were still able to find strong coherent thermals, unlike SW Ontario where this kind of wind completely shreds the thermals. I recall on one of these days turning the last checkpoint about 7 km from the finish line and watching my altitude reserve quickly disappear as we were now flying directly into a 30 knot headwind. It was not until I landed and climbed out of the cockpit that I realized how strong it really was.

On the day we faced a thick cirrus overcast, it turned out that the pilots who flew straight on course under the cirrus were the fast group for the day. I deviated too far off course to fly in the sun and this really slowed me down – along with lots of other people who did the same.

An important lesson I learned (again) was that to be successful in this level of competition, you really need to fly with the pack. As much as I dislike gaggle flying, it seems this is still the winning tactic. On the last day of the competition, I was quite happy that I had connected with the gaggle of the French and British teams along with a few other pilots. I think there were about 5 of the top 10 pilots in this gaggle; unfortunately, this turned out to be the worst day of the competition for these guys so it was the wrong gaggle to be with. However, had it not been for the group I am sure I would have been even slower. One pilot who I had been flying with earlier did not connect with this gaggle and he came in about 40 minutes behind us!

Another thing we learned is just how well organized some of the other teams are (read European teams). The French team, for example, had six pilots and about twelve crew members. There was one fellow on the team whose job it was to clean and wax all the gliders every day. The larger teams also managed to keep tabs on each other before the start so they knew when each team would start. The pilots were aided in this by the large team on the ground, listening in on other team frequencies, or generally spying on the other teams.

As we knew all along, team flying was also going to be an issue. The FAI has been half-heartedly trying to control this for many years now, but at this competition it seemed that it was being endorsed by the organizers. Certainly, the CD would comment at the daily prize-giving on how perfectly a team flew when they would place 1 and 2 on a day separated by less than 1 km/h. The French team has certainly perfected this tactic, and on the day I was flying with them, I tuned into their frequency. The pilots were in constant communication as they flew less than 500 metres apart and when either flew into rising air, would start calling out the lift values so they knew which way to turn into the thermal.

I would like to thank our major sponsors, Air Transat, WestJet, Rezek Technology and AM Transport, as well as all the individual SAC members who donated to the World Contest fund, or supported the team through our fund raising raffles. Before the contest we estimated that about $15,000 per pilot was necessary and after adding up all the expenses for the contest I came in at almost exactly that amount. Thank you, without your support competing would have been prohibitively expensive.

On a closing note, I would like to thank Jörg, our Team Captain. He worked diligently behind the scenes before the contest to get our entries registered, lobbied with the organizers and FAI when our team was cut by one pilot, took a month away from work to help us from the ground while watching a sky full of cu and gliders and paid all of his own expenses on behalf of the team. ❖

Jerzy's story


Maria Szemplinska

MANY PILOTS DREAM ABOUT THE HIGHEST CHALLENGE in soaring, which is the World Championship. During my early days of flying on the Polish Junior team, Janusz Centka stated that he would be a World champion one day; he had only 100 hours at that time. Now he has more world titles than he ever dreamed of.

After a 20-year break in gliding, I returned to flying and joined SOSA in 2002. I decided that I had to use the next five years to recover my lost time, return to the top level of flying, and qualify for the Worlds. Since 2002 I flew three to four contests per year, starting with Regionals in the US, and then Nationals in the US and Canada. Recovery from a 20-year absence wasn't easy, but every contest was a new lesson learned. Finally, in 2007, I found myself close to the level which was satisfactory to me. In the most important contest for qualifying for the Worlds, the 2007 Canadian Nationals in Hawksbury, I guaranteed my spot on the team.

Talking to other participants of previous Worlds gave me some ideas but I was still walking in the dark. I decided to fly in Lüsse, Germany, with its flat land and my previous flying experience there during my flying years on the Polish team. As I had flown mostly Standard class gliders in recent years, it was a challenge for me to change to the 15m class. I had planned to fly in the 15m class since Willem was to fly in the 18m class. I needed a 15m glider for practice, so I do thank Walter Weir for the use of his ASW-27 at the Ontario Provincials and the US Regionals in Perry, SC.

I opted to fly only two contests in 2008. With weather conditions very similar to Germany, the contest in Perry was the first choice. In addition, I decided to fly the Polish Open Class Nationals as this contest was just 200 km from Berlin, and from my experience, Poles always use Nationals as a training platform for Worlds. I was able to secure an ASG-29 for the Polish Nationals, but because Willem's participation in the Worlds was on shaky ground due to the delivery time of his glider, I decided to fly 18m, as I became a reserve pilot in 18m to give a spot to Dave in the 15m class.

The Polish Nationals gave me a big boost in my performance as I finished in third place in the presence of Polish and Italian World Team members. After the Polish Nationals I didn't plan to fly any contest except some training flights in the SZD-55. But during the team training camp at SOSA, Walter again offered me an exchange of gliders; he flew my SZD-55, and I was able to fly his ASW-27 again. In the end, Jörg Stieber beat us both and won the training camp which confirmed that he is still in good form and qualified as a good Team Captain/Manager for us – that was proven 100% during the Worlds.

I started to eliminate all distractions before leaving for the Worlds, and I organized all my activities related to it as early as possible. It was easy to plan, but the day before my flight to Germany, we received news from the organizers that I couldn't use a rental car to pick up a glider which was located in Jelenia Gora, Poland, just 80 km from the Polish-German border. All my plans were based on that stupid car. On the flight to Frankfurt, I didn't know how it would turn out, but Jörg took good care of it, and I was able to switch cars in Leipzig, on the way to Poland, and everything went smoothly.

In Jelenia Gora I met Dave, who had arrived a couple hours ahead of me. An overnight stay for Dave was organized at the airport and plans made for two training days in the area to familiarize us with Polish weather conditions and the eastern part of the contest area.

When we arrived at the Lüsse airfield it was difficult to find good parking spots for our trailers. Most of the contestants had already taken the best real estate, with little choice left for us. Finally, we parked our gliders between the Lithuanian trailers, but facing the opposite direction so we didn't interfere with their gliders. Other teams used the same method later as well.

During the unofficial training period we used tasks set by the Polish team. I flew only one unofficial day and two official days to keep my energy level high. I kept my glider rigged, as I had weather-proof fuselage and wing covers, and I was able to save my energy and my back.

Participation in the World Championship opening ceremony was an experience. Close to 140 of the best pilots from around the world, former world champions, politicians, and visitors, made it look like the Olympics but at a small scale. From comments by previous Canadian Worlds participants, I expected more aggressiveness from the pilots on the ground and in the air, but I can say that all pilots behaved very professionally and I didn't see any tensions, or maybe I just didn't notice.

Day 1 in the 18m class was the deciding day of the whole contest – only 15 pilots finished out of 50 and

I was one of the lucky 15. The first turnpoint was under full cover of thick altocumulus and thermals died. I flew 20 km to the TP, with no chance to get any thermal. I didn't see any other gliders in the air, and some were on the ground already. When I was approaching the TP upwind, I started dumping water, so when I arrived I was empty at only 650 feet agl. After the TP, I turned downwind and went for the small town where I was able to get positive zero and stayed there for a good 15 minutes, drifting towards the river, then the pine forest with sandy soil. A small window opened in the clouds, and in the next 10 minutes small wisps started forming. Moving from one to another, I gained altitude and slowly flew to the next TPs. I was fairly low a couple of times, around 1000 feet agl, but I was able to finish the task in 13th place for the day.

My plan was to give up no more than 5% to the day's winner. According to my calculations, in most contests, if we fly 90% of daily winners' points, we have a good chance to be in the first three overall, but aiming for 90% was not satisfactory to me.

Day 2 showed how steep the penalty was if we fly slowly; a 10% speed loss to the daily winner cost a 20% loss in points, very expensive compared to US and Canadian rules. I flew alone again, but met several gliders on the way.

Day 3 was a very good confidence day for me as we had an assigned task of 491 km and I started close to 30 minutes ahead of the whole pack. As I wasn't aware of my early start, throughout the flight I wondered why I was all alone. I was either ahead or well behind the group, but checking my average task speed was giving me the indication that it shouldn't be so bad as my average speed was around 115 km/h. When I finished the task, I found out that it was a very good day for me. I finished seventh, with a loss of only 33 points to the day's winner.

Day 4 was a welcome to the countryside of former East Germany, 48 gliders landed out in our class. Blue thermals were cut by fast-approaching cirrus. Flying blue thermals required gaggle flying, there was no other way during these Worlds. I was aware that it was best to stay over wooded areas, but nice-looking wisps over green fields and a fairly large group of good pilots, including Riccardo Brigliadori and Petr Krejcirik, influenced my decision to go for a shortcut. It was a grave mistake as we scraped for a long time when the other group which followed the forest area was able to climb higher and claim a second TP before cirrus cut the sun completely. I stayed for a good thirty minutes between 550 and 800 feet, but wind pushed me to a restricted area and I had to land around 7 pm. I lost a lot of points on that day.

Day 5 was unofficially "Canada-UK cooperation day" as I teamed up with three Brits and we flew together most of the task, catching up slowly to other 18m and 15m pilots. Sometimes it looked like a piranha frenzy, with 15m gliders turning in all directions in thermals and the 18m gracefully thermalling in a very organized manner. All was going perfectly but, impatient, I pushed hard to the last TP. The Brits got extra high behind me and passed me later when I had to find a thermal at low altitude. My mistake cost me a good five minutes, but overall after five days I was in 5th place, which meant that some of my closest competitors didn't do very well on that day. We had very strong winds of up to 50 km/h during several contest days and for some pilots it was a big challenge.

Day 6 was a technical day; an Assigned Area task with flying near restricted areas. In addition, my *Ipaq* froze in the second area, which forced me to reset everything and continue flying with calculations in my head. Conditions improved substantially on the second part of the task due to the unexpected disappearance of the cirrus. Pilots that didn't follow the general rule, "fly deep into first area and then play", gained substantially in the last part of the task.

Day 7 was an assigned task to the Polish border. I had a hard time going upwind to the first TP, but after that was able to connect with good cloud streets and my average task speed increased. I didn't see many gliders as a large group of pilots started 10 to 15 minutes after me. I finished 8th for the day and placed 8th overall.

A lot of titles are lost on the last day of a World contest. My placing was very tight as I had only 9 points to get to 5th place, but at the same time the 12th place pilot was only 64 points behind me.

Day 8 was a great task around Berlin, but I didn't see any part of it as visibility wasn't the best. I would say it was the high point of my Worlds to be able to fly 455 km around Berlin. There was a lot of tactical maneuvering and no one wanted to go first. I wasn't aware of any possibility of cirrus coming from the south. I think that only the Polish team had some indication of a possibility that the weather would get worse later in the day, and they started 20 minutes ahead of the other pilots. I started with a small group of other gliders, including one of my main competitors, Wolfgang Janowitch.

After the first TP I was one of the highest in the group, so I split from them and again I was alone pushing hard under a nice cloud street. Then the east part of the task was slow as clouds didn't work and I was struggling to get to the TP located in Poland. The lift improved later, and it looked like the last TP would be fine. Unfortunately, when I was close to it, cirrus was over the task area and it looked like it could be a landout day again. Cu disappeared and a long glide to the last TP was a must. But after 20 minutes, new cycles started under full cover and new wisps formed in the direction of Lüsse. Thanks to that, I was able to finish the task with fairly good speed, although not so good compared to my closest competitors who had started 15 minutes later; when they arrived over the last TP they didn't have to slow down as recycled cu were working already.

Overall, I slipped to an unfortunate 11th place. I'm quite happy with the result. Because I didn't win, I have a lot to learn to improve my flying. This calibre of contest requires full concentration – any distraction during flight or during a stay at a contest site has a big influence on a pilot's performance.

⇨ **p27**

ain't nothing like the real thing!

Marc Gagnon
Gatineau

Marc Gagnon

It was the second day of the cross-country seminar held by CFI Ian Grant at the Gatineau Gliding Club. To progress toward my Bronze badge, Ian suggested I try to complete a two-hour flight in Echo Romeo, the L-33 Solo. On the next day, I would carry out the off-field landing exercises with him in the Puchacz.

Around 11 o'clock, the little cu forming above Rockland looked pretty appealing, the sun was shining and the sky was blue, which in itself was a reason to celebrate given all the rain we had in June.

As I was being towed, my mind wandered and I imagined Rosie Vella and Jeff Lynne of the Electric Light Orchestra singing *"Mr. Blue Sky" … It's stopped rainin', ev'rybody's in a play and don't you know, it's a beautiful new day, hey, hey.*

With Rosie's voice in the back of my mind, I admired the scenery and did not pay attention to the distance covered on the ground and the large expanse of forest separating me from the field. More than seven kilometres away from the threshold of runway 26, as I reached cloud base, I decided to cut the umbilical cord at 2000 feet, under an irresistible little puffy cloud.

This turned out to be a case of premature release but I was in the same frame of mind as that famous cartoon skunk, Pepé Le Pew, not realizing that I was about to engage in a game where my ardour would only meet strong resistance. But as Pepé would say, getting there is half the fun, and besides, a true gentleman must be prepared for anything!

www.youtube.com/watch?v=XLrF-IwF2hk

Well, anything but lift – it seemed that my presence in that sector had the effect of repelling every thermal I would try to sniff. My heart was sinking as quickly as Echo Romeo, with no Juliet in sight. As I circled for lift, I quickly glanced at the airfield and realized I was in trouble. Heading straight for it would most likely get me exactly to Echo Sierra's grave site, a scary thought! So I headed south over the long series of farmers' fields, pleading with Mother Nature for some lift and thinking about another famous ELO song, used by NASA as the wake-up call song for space shuttle astronauts: *"Don't bring me down!"*

Well, Mother Nature was unreceptive. My trajectory resembled a lawn dart's and, like an astronaut, I was about to reenter Earth's atmosphere. The only thing left to do was to choose the site of my retrieval. I selected the closest field to runway 08, landing parallel to the road, hoping to stop close to a culvert as the ditch was deep and full of water. The next ELO song that came to my mind was *"Hold on Tight!"*

As I opened the canopy, a gentle breeze caressed my face. As Pepé would say, "stop resisting me!" Once on my feet, I transmitted my position to my towpilot and was soon greeted by a retrieving crew "extraordinaire", composed of nothing less than the wife and daughter of our president, as well as the club secretary and Jimmy, the only student attending the seminar. The most charming half of the crew was immediately sent on a diplomatic mission to the farmer's house and every-thing went smoothly from that point on.

As soon as we returned to the club, I learned that one of our instructors had "discovered" yet another great landing field near Casselman and I was off for another retrieve. On that memorable Canada Day, I not only experienced my first landing out but also acquired lots of experience derigging and rigging club ships. As I left the field, looking at the sunset, I consoled myself thinking that even the sun lands out at the end of each day!

PS Ian still had me pass the off-field landing test the next day but why fake it when you can experience the real thing? ❖

coming home on the wonder wind

8:35 pm and only 183 km to go!

Tim Wood, Great Lakes Soaring

My personal quest to complete a 1000 km FAI flight at Invermere goes back several years and has seen many unsuccessful attempts. As Al Spurgeon noted in the last issue of *free flight*, 1000 km flights in Canada are not all that common. For me, it was always great fun trying and each season that passed without success provided me with an excuse to go back and try again.

On 13 July, I declared a flight with a take-off and landing at Invermere airport and a remote start at a turnpoint on the north side of the Blaeberry valley north of Golden. My hope was to complete three Canadian speed records: Open, 15m and Club, for 100 km, 200 km and 300 km to the respective declared goals of Radium Hot Springs pool, Lakit Lookout and the USA border. I also hoped to set a new Free 3 TP distance record in Open, 15m and Club. The flight turned into a 10-1/2 hour long marathon race with the most thrilling final leg imaginable.

The first part of the flight was the 125 km run north to the remote start at Blaeberry North. It wasn't easy due to the northwest wind. There was ridge lift and some early convection but at Golden the ridge was almost aligned with the wind. To stay in the air at Mount Seven I had to dump my water ballast, which was quite a sacrifice in view of the very strong conditions that developed later in the flight. I reached the start with difficulty, but once I was moving south again the going was easier and conditions became stronger too. The first TP at the Radium Hot Springs pool, the 100 km mark, soon approached but my speed, only about 140 km/h, was too slow for a new record.

The 200 km mark, at Lakit Lookout, was reached about fifty minutes later. The ridge was working very strongly now and turning was hardly necessary. My average speed from Blaeberry North to Lakit Lookout was 132 km/h – this was record territory. I took the outside line past Lakit and the Steeples avoiding the lee at all costs as the wind against the ridge was now a quite brisk 15-20 knots.

By a kind accident of that day's weather picture, the wind had veered from northwest up at Golden, to something between west and southwest on the south end of the course. This was ideal for a relaxed run from Elko to the border. The border turnpoint was reached in 2:23 hours from Blaeberry, with strong ridge lift, strong thermals and high cloud bases south of the Lakit turnpoint. Average speed over the 300 km was 128 km/h, again record territory.

With the time at 3:47 pm, the day was young and I began chapter 2 of the flight – going for distance. I ran back north in very strong conditions to Mount Seven at Golden. Many reports were coming in from other pilots of good conditions all along the range and this spurred me on and further increased my confidence in the quality of the day. We had strong ridge lift, strong thermals, high cloud bases and by mid-afternoon, a wave-like phenomenon as a mantle over everything else.

After reaching Mount Seven the second time, I turned south, hearing reports from ahead of me of super-strong soaring conditions from Al Spurgeon, Mel Blackburn, Evelyne Craig, Hans Binder and David Hocking. I started to do some mental arithmetic as I flew south, and concluded that I could perhaps just about do a 1000 km Free 3 TP flight, even after the remote start at Blaeberry. I mistakenly thought that this would qualify me for the coveted 1000 km FAI Diploma. I was excited by this thought and headed south as fast as I could.

Then began insistent warnings of low voltage (below 10 volts) from my Volkslogger flight recorder. Afraid of losing the flight track, I switched off my Ipaq, which is a voracious power user. I considered cutting the flight short and landing at Invermere, now fast approaching, to safeguard the flight track and the data of what I had already achieved in the flight. After consulting Dave and Invermere ground, the consensus of opinion was that the Volkslogger would keep recording right down to very low voltages. I decided to continue. Soon my voltage sank into the 9 volt range and my B50/Winpilot became unusably erratic, leaving me with no effective flight computer. Goodbye final glide, goodbye climber maximizer, goodbye wind analysis vectors.

Hans and Al now reported large areas of general lift west of the ridge south from Lakit Lookout. Hans called this "dynamic wave", Trevor Florence later called it the "Wonder Wind" – well known to local hang ⇨ **p15**

a long-ago tow

reminiscing on a flight – in memory of Gordon Hicks

Hillar Kurlents, Montreal Soaring

I WOULD LIKE TO SHARE one of the many good memories of early flying with Gordy as everyone in gliding knew him, a very long time member of MSC who passed away on 2 March in Hawkesbury. He was my first instructor and I his first student in 1952.

One particular flight has stayed in my memory, not because it was of any great significance but rather of its pleasant nature. This was in fact a ferry flight from Trois Rivières to the Cartierville Airport in Montreal in the MSC Pratt-Read side-by-side two seater, a war surplus ex-US Navy trainer, built by a piano company in the 1940s and painted "WWII trainer" red. It was late summer 1956 and since MSC had no permanent base at that time, we had been flying initially at Granby and then at the large WWII field at Cap-de-la-Madeleine just east of Trois Rivières. Jacques Coderre and his Sherbrooke club had also joined us there.

Now it was time to pack up our equipment and move back to Montreal and then perhaps to Pendleton. Since there was no trailer for the Pratt-Read, the obvious choice was to aerotow it back behind the club's Tiger Moth.

I was to be the copilot in the right hand seat while Gordy was the pilot in command in the left hand seat. It was late – after a full day of passenger flights – and there was some concern of us making it to Montreal in time before the tower closed at official sunset at Cartierville. After a phone call by one of our towpilots, we somehow ended up with an actual flight plan at an assigned altitude of a thousand feet. This did not make us exactly happy in case of a rope break. Of course we had no radio and upon arrival were supposed to look for visual light signals from the tower.

With a slight headwind it would take over an hour to cover the 150 or so kilometres, so there was no time to waste and we lined up the P-R behind the Tiger Moth and soon staggered into the air, heading into the lowering sun.

The view was absolutely magnificent as we followed the historic north shore of the Saint Lawrence River. It was tightly populated with communities all along the way. There were occasional patches of river fog below, mixing with smoke from the farm houses, presumably preparing their Sunday dinners. We even got an occasional whiff of cooking food, intermixed with burning oil from the towplane. Yes, it reminded us of the evening beer and meal we were missing.

The road traffic below was heavy. There were no super highways in those days, only the two lane road following the path as originally laid out by the early settlers. There was ship traffic on the river but no other air traffic, at least not at our altitude of about 1200 feet.

We discussed the options available in case of a rope break and Gordy thought that it might be possible to put the glider down in someone's back yard or if lucky, in a hay field. All the fields were oriented perpendicular to the river and were very narrow. Gordy explained that, historically, the river was the transportation lifeline of Quebec farmers, and with each generation the farmer would divide his land lengthwise so that his sons each had a piece of land with access to the water.

We finally reached Montreal and the towplane climbed another 500 feet before crossing to the Montreal island proper. We continued west, passing the oil refineries on our left. There were large tracts of undeveloped land in the east end in those days and we were not worried about landing in case of rope break. However, the sun was now on the horizon and I expressed concern about reaching the airport before the official closure. Gordy was not worried … after all, we are a glider and if we must land, we will, even if the airport is closed.

As we progressed further west, the built-up areas began to merge with one another and soon there were no emergency fields to land in. The towplane made a sudden turn to the left and we soon realized that we were approaching the infamous Bordeaux Jail. We were well aware that there was absolutely no flying over any penitentiary in Canada. Notably, one of our towpilots, King Niener, who owned his own Tiger Moth (they were selling at around $450 as war surplus), had actually made an emergency landing *inside* this very prison during a snow storm. Far from being arrested, the war-

Martin Detering

den gave him the VIP treatment, and when the weather cleared in about a half hour he ordered prisoners to assist, hold the wing tips and letting go at full power for a marginal but successful take-off. A first in Canada perhaps?

Soon Cartierville Airport came into view. No runway lights here but the tower was still occupied. The traffic was right-hand and as the towplane wiggled its wings above the runway, we also got the "green light" from the tower. I pulled the release and Gordy made an immediate right turn and proceeded downwind rather close to the runway, at least compared to the normal power traffic. We did not go far before turning base and then final. This placed us north of the normal landing and definitely not lined up with the paved runway.

Gordy said he wanted to land on the grass, next to the Canadair Flying Club tie-down area where we were going to park the Pratt-Read. If I remember correctly, he said that he will put on a little demonstration to the tower what a glider can do. Now one thing the Pratt-Read had were extremely effective air brakes. The only problem was that the air brake lever, similar to a parking brake handle between the two front seats in a car, was difficult to use in the left seat. It required you to fly, during landing, with the left hand and operate the brake with the right. Gordy, being left handed felt very much at home with this arrangement.

So we arrived over the Astor Swimming Pool, sarcastically also known in those days as the Polio Pool, being usually overcrowded with people and a rumoured source of the feared disease. The pool actually intruded into the airport property and our intended tie-down was behind the pool fence. In addition, the pool was surrounded by bleacher type of spectator seating, making it a very visible high obstacle.

We were still at 250 feet when Gordy fully opened the air bakes, simultaneously pointing the glider almost staight down. You could literally rest your feet on the instrument panel. He levelled off at the last minute and we only rolled a short distance after the touchdown, arriving almost exactly at our intended tie-down area. This, of course, was a highly unusual approach – not in accordance with the then MoT prescribed procedures.

Sure enough, when I looked at the tower, everyone was standing up looking at us. Next, we got the "white light", meaning taxi to the tower, usually for a chewing out. I pointed this out to Gordy and after discussing the options, he said "we'll do nothing, a glider does not taxi, let them walk the 3000 odd feet to us." We proceeded with the tie-down.

Well, the tower signalled for the towplane to taxi over and then expressed their displeasure. By now it was past quitting time for them and they left, first telling the towpilot that the airport was now closed and he was no longer allowed to fly nor taxi, at least that's what he told us after taxiing over to join us for a good laugh!

With fond memories … ❖

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coming home on the wonder wind

from page 13

glider pilots. I realized that I was pushing the envelope as I pressed on towards the US border. The sun was low in the west and my flight recorder supply voltage was eight point something, but the other pilots still flying encouraged me to "go for it" even if it resulted in an outlanding near the border. The border, marked by a line cut through the trees, was to be my last turnpoint before heading home. I made the turn at 8:35 pm at 9300 feet.

I began to wonder about the official daylight time at which VFR flight would cease. Hans advised me of the sunset time (9:51 pm) and the margin I had after that for landing about 30 minutes of twilight. A new worry was smoke from forest fires that had appeared. Maybe I could get at least part way home, but now I could not see the ground clearly due to smoke and long deep shadows, and my "Go To" was not working due to my voltage problems. It was hard to see how I could cover the 183 km to get home in the remaining time, but I had alternate landing places if I could see well enough, at Elko A/P, Wasa Lake, Cranbrook, Fairmont, and some fields I knew at Canal Flats. Hans kindly offered the overnight use of his hangar if I didn't get home.

I gradually lost height as I edged north from the border at minimum sink speed. This continued until I reached Elko at an altitude of 8100 feet. Then, as Hans had predicted, lift reappeared. The "wonder wind" was working its magic. I flew slowly without turning in 1–2 knots of lift all the way along the Lizard Range to the Steeples. By the time I was over the Steeples I was getting up around 11,500 feet and I felt that I could speed up. I flew over Lakit Lookout, past Teepee Mountain and along the ridge past Premier Lake, where the smoke finally cleared. At this point I took a straight line to Fairmont and turned on the speed. Lift continued all the way home and I had the exhilaration of a fast run over the last 50 km. My average speed from the border to Invermere was over 125 km/h without a single turn. I landed at 10:06 pm, about 15 minutes before "drop-dead" time. I was greeted on the runway by Trevor and Alex Ackerman. Everyone else had gone home and the lights were out.

This was my personal best flight to date and was a huge thrill. In OLC scoring terms, the distance scored was 1175 km at an average speed of 113 km/h with a duration of 10:23 hours. Only 4% of the flight was spent turning in thermals! Nine speed and distance records are being claimed. The flight track (*87da10d1.igc*) is available on the OLC.

Thanks to Trevor and the pilots active on the day of the flight, to my trusty ASW-27, "Greyhound of the Skies", and for a truly outstanding soaring day. The flight didn't qualify for the FAI 1000 km Diploma because my turnpoints were not declared before take-off, but I resolved to try again! This day was Invermere at its best – the Columbia Valley truly is Canada's soaring paradise.

PS: I did try again to get my FAI 1000 km diploma, and finally succeeded on 21 July. 1250 next ! ❖

almost a Nationals

Dugald Stewart, CD

BETWEEN 28 June and 6 July, SOSA Gliding Club hosted the Canadian Team Training Camp and Contest, an event planned since the fall of 2007. The mandatory meeting, held on the morning of 28 June, was attended by six novice and eleven advanced pilots, and they were briefed about airport layout, rules and tasks, airspace, tow procedures, etc. A task committee comprising Jörg Stieber and Dave Springford was selected and Jörg agreed to brief the daily weather. Over the course of the contest the pilot population grew to 23, although no more than 21 launched on any given day. Five clubs were represented: Air Sailing, Gatineau Gliding Club, Great Lakes, SOSA, and Toronto Soaring. The pilots enjoyed the three barbeques: the Youth Team steak night coordinated by Chris Gough, the chicken dinner coordinated by Tish Ashton, and the sausage night in which Luke Szczepaniak had a hand.

The format of the morning meetings combined the presentation of special topics and safety discussions with the briefing normally associated with a National level contest. Topics included:

- an *"Orientation"* by Dugald Stewart, Dave Springford and Jörg Stieber,
- *"Task Types and Strategy"* by Jörg Stieber,
- *"Weather"* by Jörg Stieber, Dave Springford and Walter Weir,
- *"Thermalling"* by Jerzy Szemplinski,
- *"Speed to Fly"* by Jörg Stieber,
- *"Final Glides"* by Walter Weir,
- *"Scoring"* by Dave Springford, and
- *"FAI Badges and Rules"* by Walter Weir.

Some presentations had been refined over the years for Canadian Advanced Soaring clinics, yet remained fresh and useful, most with attractive projected visuals. Dave also explained the use of handicaps. As tasks began to be flown, contest flight logs were also presented in software such as *SeeYou*, as were the winning flights when narrated by the pilot. Safety discussions included *"Procedures"* by Dave Springford, *"Egress"* by Jim Carpenter, *"Off-field Landings"* by John Brennan, *"Airspace and Traffic"* and *"Checklists"* by Jim Carpenter, *"Flight Preparation and Rigging"* by Chris Wilson, *"Pressured"* and *"Military versus Civilian Safety"* by Dan Daly. Thanks to all for the effort to make these presentations both professional and informative. The safety presenters deserve ⇨ **p27**

Canadian Team Training Camp and Contest

	Advanced Class				Jul 6 TA 3:00		Jul 5 TA 3:30		Jul 4 TA 3:00		Jul 3 TA 1:30		Jul 1 TA 2:30	
	Pts	*ID*	*Name*	*Glider*	*Rank*	*Pts*	*Rank*	*Pts*	*Rank*	*Pts*	*Rank*	*Pts*	*Rank*	*Pts*
1	4201	JS	Stieber, Jörg	LS-8	1	981	1	1000	2	992	2	471	7	757
2	4152	2W	Szemplinski, Jerzy	ASW-27	4	930	5	932	1	1000	1	498	3	792
3	4094	ET	Springford, Dave	ASW-27	5	916	4	934	4	974	3	452	2	818
4	3969	HK	Morodyce, Jay/Segei	Jantar Std	2	958	7	889	7	884	10	395	1	843
5	3887	505	Kawzowicz, Anthony	DG-505 Elan	6	869	2	962	3	976	12	367	6	764
6	3859	XG	Team XG, Walter/Luke	SZD-55-1	10	759	3	945	5	964	6	421	5	770
7	3809	44	Gough, Chris	LS-8	3	945	10	843	9	868	7	416	10	737
8	3775	W2	Wilson, Chris	Mosquito	8	822	6	919	11	846	5	437	9	751
9	3708	10	Hollestelle, Ed	LS-10/18m	7	843	8	863	8	872	4	442	14	698
10	3302	DW	Marcelissen, Alf	LS-4	9	780	11	822	12	739	9	396	13	703
11	3213	DY	Carpenter, Jim	Silent 2	11	739	13	435	6	912	11	373	8	754
12	2303	KC	Brennan, John	LS-6	12	0	9	849	14	325	8	402	11	727
13	2265	TT	Mackie, Derek	Mosquito	12	0	12	721	10	854	15	0	15	690
14	1835	EH	Neilson, Randy	ASW-19	12	0	14	0	13	701	13	361	4	773
15	808	UP	Jones, Rick	Ventus BT/18m	12	0	14	0	15	0	14	205	16	603
16	725	FI	Rumpf, Udo	LS-8	12	0	14	0	15	0	15	0	12	725

	Novice Class				TA 3:00		TA 3:30		TA 3:00		TA 1:30		TA 2:30	
	Pts	*ID*	*Name*	*Glider*	*Rank*	*Pts*	*Rank*	*Pts*	*Rank*	*Pts*	*Rank*	*Pts*	*Rank*	*Pts*
1	3496	AFI	Cole, David	SZD-55-1	2	768	2	744	4	711	1	560	5	713
2	3176	MX	Cole, Bill	SF-27a	1	881	3	715	5	350	4	230	1	1000
3	3097	1W	Fish, Paul	Discus CS	4	356	1	850	1	933	5	0	3	958
4	3058	YA	Finlay, Greg	DG-800/18m	3	754	4	517	3	719	3	251	4	817
5	2122	1M	O'Connell, Doug	Jantar Std	5	0	6	100	2	771	2	273	2	978
6	442	ZP	Daly, Dan	Std. Austria	5	0	5	118	6	324	5	0	6	0

experiencing Battleford

Hank Hees, Saskatoon Soaring

THE EXPERIENCE of attending and competing in the 2008 Western Canada Soaring Competition was a thrilling culmination for me of many small steps that I had taken over the last three or four years to reach the point of being able to take part in such an event. Ever since experiencing a 'fam ride' in Hawaii in 1990, I'd been waiting to find the right time to take up the sport of soaring. So 15 years later, as a middle-aged fellow who finally felt that I had the time to pursue this dream, I commenced my journey as an enthusiastic student glider pilot at the Saskatoon Soaring Club in 2005. With my determination to fly every chance I could get, and with the help of some great club instructors, I progressed gradually through the typical rewarding milestones:

- reaching solo status in our club's Blanik L-13,
- becoming a licensed glider pilot,
- first flight in the club solo glider (L-33 Solo),
- achieving my first flight over 2 hours in duration,
- getting my Bronze badge.

I was finding so much fun in soaring, and now wanted to start honing the skills for cross-country flight. I had already taken the plunge of ordering my own sailplane (an Apis) and I waited patiently for it and its trailer to arrive. I got it last August and did have the opportunity to fly it a little at the club before our season ended. To help deal with the torture of waiting out the long winter for flying season to begin again, I was able to attend the all-day CAS Soaring Seminar which was being held in conjunction with the SAC AGM in Montreal. There I soaked up the information presented by experienced Canadian cross-country soaring pilots on topics such as weather forecasting, improving thermalling skills, flying for badges, landing out safely, etc.

Early in our club's flying season this year, I attained a 5-hour flight and the 1000m altitude gain, completing two parts of the three requirements for the Silver badge. On a subsequent flight I declared a 50 km task, which unfortunately I didn't achieve on that first attempt, losing lift less than 10 km from my destination and being forced to experience my very first landout in a farmer's field (yes, I remembered everything I'd learned at the seminar about landing out safely!).

In this sport, everyone follows their own path to achieve the goals that they set for themselves, and in my case there was no better 'next step' in my evolution as a glider pilot than to be able to take part in the Western Canada Soaring Competition in late June. To rub shoulders with so many other glider pilots (both experienced veterans of the sport as well as fellow novices like myself) was a thrill. The pilot meetings held every morning were a value experience for me, as I learned some more about weather, tephigrams, safety issues, and task-setting for each day, all within an atmosphere of camaraderie and laughter which can't be beat. To those new cross-country pilots concerned about going into a contest, it has been said that a contest is just a cross-country flight in which everything has already been done for you … except the thermalling.

I still have much to learn, but to have my glider set up in position on a flight line each afternoon with well over a dozen other gliders made me feel in some sense as though I had arrived as a full fledged member of the soaring community. I had my maps at the ready and my turnpoints entered into my flight recorder, and suddenly it was my turn to get aerotowed and start my task. Quickly I was rolled onto the runway and away I went!

After that, four days went by too fast and before I knew it the competition was over and it was time for everyone to start heading back home. I returned to Saskatoon with great memories; it sure is fun to be part of an event such as this, which was not intimidating for a novice and yet offered a reasonable challenge for someone wanting to learn some cross-country and soaring competition skills. So now it's back to my home club; I guess it's time for me to try a 50 km declared task again so I can get that Silver badge before the season is over! ❖

Ian Barrett

Hank prepares to launch at his club.

Baie St-Paul

quel endroit magnifique pour un camp d'Onde

Jean-Guy Hélie, Club de Vol à Voile de Québec

DANS LES ANNÉES 70, des types comme Alex Krieger, Maurice Laviolette et sûrement d'autres tout aussi impliqués au sein du CVVQ ont effectué des recherches dans le but de trouver un endroit privilégié afin d'établir un camp d'Onde pour notre club. Eh bien, ce n'est pas un hasard qu' ils aient élu Baie St-Paul comme environnement. Qualité première de cet endroit, est sûrement la distance pour s'y rendre à partir de Québec, la Vieille Capitale. À une heure de route seulement, nos membres peuvent venir séjourner aux abords de notre piste grâce aux nombreux hôtels pour villégiateurs, ou ils peuvent retourner à Québec le soir même, ou mieux encore, camper sur le site et aller prendre un bon repas en ville, après une journée passée en l'air.

Baie St-Paul sait nous charmer par ses attraits touristiques. Les paysages sont à couper le souffle et nombreux sont les artistes-peintres qui ont transféré sur leurs toiles, ce panorama extraordinaire pour ensuite les exposer dans leur galerie locale. Endroit sans pareil, mais surtout, oui surtout, de par sa grande capacité aérologique à produire tantôt du vol de pente, tantôt le vol d'onde et sans oublier le vol en thermique, pour notre plus grand bonheur.

Venons-en au fait, ce qui nous intéresse, ce qui nous attire, ce que nous voulons accomplir par dessus tout; un gain d'altitude le 3000 mètres ou mieux encore un 5000 mètres, dans cette grande douceur tantôt chaude mais plus souvent froide qu'est l'Onde. Notre piste est située juste derrière l'Hôtel Belle Plage, l'axe de piste est 01-19, l'altitude 20 pieds asl, la longueur 1400 X 85 pieds.

Vol de pente: Pour effectuer ce genre de vol, il faut aller vers l'est, moins de deux kilomètres de la piste, en pleine vue de l'Île aux Coudres et que dire du spectacle, lorsque de nombreux bateaux sillonnent le fleuve sous nos plumes en fibre de verre à un rythme quasi constant. Nous souhaitons un vent du sud ou sud-ouest pour nous amuser entre 1500 et 3000 pieds sur la pente. Il faut être alerte car il est arrivé que des pilotes avertis puisse capter l'onde en larguant aussi bas que 1000 ou 1200 pieds, imaginez quelqu'un qui monte à 23,000 pieds à partir de la pente! Ça fait un gain plus qu'appréciable, 6500 mètres qu'en dites-vous, c'est mon prochain objectif.

Aujourd'hui dimanche, le 28 octobre c'est la dernière journée de notre camp; donc dernière possibilité pour l'année 2007 d'obtenir mon 5000 mètres, parce qu'à compter de 15 h, nous quitterons en ramassant tout l'équipement restant pour un retour à St-Raymond. Je suis sur place depuis vendredi et je n'ai pas pris d'information météorologique concernant le vent et sa direction pour samedi ni dimanche. Mais il y a des signes qui ne mentent pas, il est 7 h du matin, le temps est clair et un petit vent faible souffle du nord au niveau de la piste. Ça sent l'onde… I've got a feeling… Je prépare mon ASW-20, espérant qu'un pilote-remorqueur se pointera. Le temps passe. Il est 8h30. Jean et Pierre reviennent du déjeuner et ils préparent leur SZD-55 nouvellement acquis. Afin d'oublier que je suis seul comme pilote remorqueur sur le champ, j'évite de trop regarder le ciel prometteur car les conditions s'améliorent. Les lenticulaires sont en place, le vent augmente… j'ai vérifié l'avion d'un bout à l'autre pour ne pas perdre une minute.

Mon ASW-20 est juste là, fin prêt, en bordure de la piste, Pierre que je viens tout juste de remorquer avec notre Pawnee, est en train de dépasser les 10,000 pieds dans du 2–3 nœuds, et sur l'entre fait, mon sauveur arrive. Louis vient nous rejoindre puis je lui demande de me remorquer. Pendant que Jean écoute la radio pour connaître la progression de Pierre, je saute dans mon planeur, m'attache solidement et je mets à ma portée mon masque en ayant au préalable ouvert le robinet de la bouteille d'oxygène. Je donne le pouce à Jean qui maintenant tient mon aile, et puis c'est le départ. Il est 11h14, le vent souffle toujours aussi fort, nous quittons le sol promptement et sans problème, malgré la turbulence causée par le petit boisé en milieu de piste qui est sensiblement proche.

Derrière le remorqueur, que j'ai un peu de peine à suivre, je me fais ballotter en tout sens et nous montons en nous dirigeant vers l'ouest presque au-dessus de la route 138 qui mène à Québec. Tout à coup, aux alentours de 4500 pieds, ça commence à se calmer, je ne quitte pas le Pawnee, pas tout de suite, puis le taux de monté étant très rapide, quelques dizaines de seconde plus tard je largue à 5400 pieds. Je suis dans l'onde! Quel calme et quelle sensation magnifique après avoir subi tant de sauts et soubresauts, plus bas dans le rotor. Et là, il faut garder le cap. Le vent vient presque franc ouest et je ne peux évaluer sa force n'ayant pas de GPS. De plus, mon Colibri me donne encore du trouble depuis un bout de temps, event marked, c'est tout ce que je peux voir sur sa petite fenêtre. Je me concentre donc sur l'audio de mon vario. Aussitôt que le taux de montée diminue, je modifie légèrement ma vitesse ou ma trajectoire, mais je garde le cap ouest évitant de faire un 180 degré, ce qui me sortirait de l'onde.

Avec tout ça, je monte et j'atteins les 10,000 pieds dans du 2–3 nœuds assez constant et je me dis: « Et si c'était le grand jour? » J'ai fait beaucoup de vols d'onde à BSP, mais je n'ai jamais dépassé les 17,000, soit par manque de temps ou d'expérience ou les deux. Avant ce jour, n'ayant que les planeurs du club pour voler, il fallait penser aux autres, mais cette fois-ci pas question de laisser tomber, quitte à y passer la journée.

Il est midi, ça va comme sur des roulettes. Je dépasse mon record personnel, je suis à 18,000 pieds. Mais comme tout vélivole ambitieux, je pense qui si j'allais vers le Mont du Lac des Cygnes, j'obtiendrais un taux de montée supérieur. Je me mets donc en marche juste au-

dessus de la vallée, large d'à peine 2 kilomètres direction nord. Ce n'est pas significatif, absolument pas. Au contraire je perds, et en faisant demi-tour, au lieu de tourner vers l'ouest, vent debout, je tourne vers l'est, ce qui provoque une perte d'altitude de 1500 pieds.

Mais il faut croire que c'est mon jour de chance, me dirigeant vers le fleuve, je passe au-dessus de la piste, puis je bifurque vers l'ouest légèrement en passant au-dessus de Cap Madame, et le vario se met à chanter à mon grand plaisir. Et là je pense que Petite Rivière St-François (Maillard), juste en bordure du fleuve, peut me donner d'avantage et je continue ma route en surveillant mon taux de montée qui est plutôt stable à deux nœuds.

Un moment d'inquiétude alors que j'attrape un peu de chute, mais dès que j'aborde le rivage du grand fleuve, le majestueux St-Laurent, le vario se remet chanter de plus belle à trois nœuds et je vole à l'intérieur du bloc, qui forme un rectangle presque parfait qui nous est alloué par Transport Canada. Encore, que ce n'est pas évident à cette altitude de déceler avec exactitude notre position sol.

Je vole lentement avec les volets à +8 degrés et je prends garde de demeurer sur place autant que possible. Je monte régulièrement, peu m'importe que le nez du planeur pointe vers le sud, vers le nord, vers le nord-ouest et puis finalement en volant vers l'est, j'atteins 22,972 pieds. J'aperçois et constate, la rondeur de la terre, lorsque je regarde loin à l'horizon étant bien au-dessus de la couche nuageuse vers l'ouest. Quel bonheur, juste du soleil qui me réchauffe le corps. Pour les pieds, c'est autre chose, il fait froid –10 ou –15 celsius. Peu importe, jamais je n'ai été si haut et je calcule. J'en suis encore capable. On connaît ce que peut entraîner un manque d'oxygène à cette altitude, le phénomène hypoxie (perte de conscience puis l'inconnu après, même la mort).

C'est pour cela que je m'efforce de prendre de grandes inspirations, depuis ma bouteille d'oxygène et à travers mon masque, puis je regarde mes ongles pour voir s'ils sont bleus à la racine, je ressens une certaine anxiété. Je constate et je me dis que mon corps n'est pas habitué de fonctionner à une pression moindre comme celle dans laquelle je suis présentement et donc je déduis qu'il s'adapte lentement aux circonstances que je lui impose, et j'inspire encore fortement pour lui donner ce dont il a besoin. Ceci aide à me calmer.

Je fais le compte 22,900 – 5400 = 17,500 c'est bon pour mon 5000 mètres, le deuxième diamant à mon insigne d'or, pourvu que mon Collibri ait enregistré mon vol correctement. Ici , je tiens à mentionner que le Colibri a indiqué mon altitude de largage à 6138 pieds, alors que le pilote-remorqueur pourrait confirmer 5400.

(Pourquoi, la raison est fort simple, lorsque j'ai largué j'ai continué en ligne droite derrière le remorqueur pour un certain temps, le Collibri a donc interprété que j'étais toujours en remorquage jusqu'au moment où j'ai effectué un virage marqué. Alors, n'oubliez pas de faire un virage d'au moins 90 degrés vers la droite après largage, si vous tentez une épreuve, surtout pour un gain dans l'onde, ou encore, assurez-vous que le pilote remorqueur a bien noté votre altitude de largage).

Tout cela étant dit, je contacte le contrôleur de Montréal et lui demande la permission de monter plus haut, malgré le fait que nous sommes limités à 23,000 pieds selon l'entente écrite. Il me la donne, cependant à peine une minute ou deux plus tard, l'autre contrôleur, le contrôleur senior je suppose, me confine à demeurer à 23,000 pieds et moins. Je n'ai pas le choix, il ne faut pas jouer à ce jeu-là, je risquerais de compromettre notre lieu de prédilection, et ma propre sécurité, nous sommes en plein dans le corridor aérien.

Mais après avoir perdu près de 1000 pieds, j'ai vécu quelque chose d'assez extraordinaire que je n'avais jamais vécu de toute ma carrière de vol à voile. Je suis à 22,000, je fais route cap vers l'ouest, assez rapidement, puis soudain, j'entre comme dans une vague montante, le nez du planeur se soulève et le vario monte et monte encore et colle à +10 (avec *SeeYou*, on peut voir que j'ai abordé et absorbé du +14 nœuds), je ralenti à un point tel que je pense décrocher, volant sur place volet sorti, et je reprends instantanément 800 pieds. J'ai l'impression d'être sur le sommet d'une immense vague, immobile. *SeeYou* révèle que ma vitesse sol était de 4–5 nœuds.

Fait inusité, durant les minutes qui ont précédé mon gain, quelque soit la direction que je pointais, l'onde était là, je prétends, et ce malgré ma petite expérience en ce domaine, que je faisais du surf sur place ou presque, comme sur un immense rouleau tournoyant sur lui-même. Sur le chemin du retour, je file à haute vitesse pour me départir de l'altitude acquisé et encore j'attrape du lift jusqu'à +10 alors que j'ai une vitesse-sol supérieure à 120 nœuds. Ça c'est du vol à voile monsieur! Vite, je suis rendu du mauvais coté de l'onde, c'est bien ce que je veux, pour perdre mon altitude. Quelques 20 kilomètres plus loin, me voici rendu au-dessus de St-Urbain, je ralentis ma vitesse, je sors les aérofreins puis les volets à +30 et je descends. L'altimètre lui, ne suit absolument pas. Il reste collé à 22,000 jusqu'au moment où je lui donne une tape, puis il déroule soudainement. Il me vient une image à l'esprit – un peu comme dans le film "The right stuff" lorsque Chuck Yeager, après avoir atteint plus de 100,000 pieds, tombe en vrille avec le F-104, on voit l'altimètre dérouler à une vitesse folle.

Maintenant revenu à 12,000 pieds, je continu mon vol et je file à haute vitesse vers l'Île aux Coudres pour perdre l'altitude restante. Je rencontre Jean dans le SZD-55 à 4000 pieds qui se bat pour capter l'onde. Il n'aura pas cette chance. Malheureusement, il a largué trop bas, croyant ainsi optimiser son gain.

Si vous voulez voir ce vol, il a eu lieu le 28 octobre 2007 sous *7ASLCS81.IGC* que vous pourrez acquérir sur OLC. Je vous conseille cependant de le visionner en 3D, parce qu'autrement vous verrez une trace très large en 2D. J'espère que ce vol en motivera plus d'un « vélivoles et autres personnes pas encore vélivoles » à exécuter ce genre de pratique tout à fait extraordinaire qu'est le vol à voile et en particulier l'onde. Je suis rassasié, et quelle belle façon de terminer la saison. Nous, les mordus de Baie St-Paul, pourrions vous raconter des vols inusités que nous avons fait, alors que les conditions semblaient tout à fait inexistantes et improbables. Ce ne sont pas des histoires de pêche, je vous le jure. ❖

Emergency bail-out procedures

Part 2

I'm floating down – now what do I do!?

Bob Fieldhouse, Silver Star Soaring

The parachute will have opened in about 2 to 3 seconds (300–500 feet). Drop the ripcord! If the cable end stays in its housing you can remove it completely by simply pulling it out all the way.

Grab the rear risers, or if equipped, the fabric handles sewn onto the rear risers. Steering the parachute is as easy as pulling on the appropriate rear riser. Pull on one side or the other to direct your turn. It can take about 3–5 seconds to turn a round parachute 180 degrees. When not turning, do not apply any pressure to the risers. You cannot slow the rate of descent on a "round" and you cannot flare it. Pulling down on both at the same time will only increase your rate of descent and possibly make the canopy unstable.

A round parachute has a slow 3–5 mph forward speed. Assess your drift direction as soon as possible by looking down at the ground between your feet and turn into the wind by pulling on the left or right riser. Estimate your touch-down point the same way you would if flying. A reference spot that is not moving up or down is probably close to where you will land. Is that area clear of obstacles? If not, what are they. Are there buildings, power lines, fences, or water? Is there a better alternate that is achievable? If so, steer for it. Assess! Did the change of heading create a safer option? Use your piloting skills; they will be an asset at this point.

Landing Setting yourself up for landing under a parachute uses similar skills as required to land an aircraft. Doing the assessments early and being prepared is less stressful and will ensure a better landing. When close to the ground (100 feet) make small adjustments to your direction of flight as necessary. Large turn inputs will increase your rate of descent. When touchdown is imminent, let go of the risers. Place your forearms over your face, tuck your elbows in together against your chest and place your feet together with your legs straight. Keep your knees slightly bent. Avoid looking down. Looking out at the horizon is a much preferred way of estimating your height, direction of travel and speed. When contact is felt with your feet, roll to the favoured side. The idea of a P.L.F. (Parachute Landing Fall) is to spread and reduce the force of the landing to the feet, legs, hips, then shoulders. *Do not* reach out to absorb the impact. You will injure your wrist, arm, or dislocate your shoulder.

Once on the ground If the wind is sufficient to keep your parachute inflated, grab a riser and pull on it to collapse the canopy. If you are being dragged keep pulling in line groups until it deflates.

Landing in trees If it's a "nice soft-looking" tree, cover your face as previously described, feet and knees together. Remain upright to spread the contact with branches over as much of your body as possible. Do not reach for branches. Keep yourself protected until you stop moving. It is recommended that you stay put until help arrives. Trying to release yourself from the parachute harness can have grave consequences if it is the only thing holding you up. Do not rely on a branch to support all of your weight. It would be ironic to die from a fall out of a tree after having survived thus far! Above all else, use common sense. If it's a knarly, dead tree – do the best you can!

Water landings Not the most pleasant of thoughts but a realistic probability. Determining your height above the surface is difficult at best. *Do not* attempt to release any quick-disconnects prior to immersion, thinking you will be free of the parachute harness, lines or canopy before hitting the water. The 20–30 feet up you think you are at is probably 50–75 feet or more. You may, however, loosen the leg straps. Similarly you can loosen the chest strap. This will assist you in getting out of the harness quicker, once you are in the water.

The parachute and the lines may land on top of you. DO NOT PANIC. Release your buckles and slowly swim free of the harness. Be deliberate in your movements so you don't tangle in the lines. Slowly swim from beneath the parachute. Swim away from it. If you are still in your harness but being dragged by high winds, "kill" the inflation as described earlier, by pulling in a riser. The canopy will probably have air trapped in it and it may look like a good flotation aid. Avoid using it unless you can't swim as you risk becoming entangled in the lines and the canopy.

Power Lines This is one obstacle that *must* be avoided at all cost. If you are still holding onto your rip cord, now is a very good time to get rid of it! It is an excellent conductor of electricity! Try to steer clear of power lines right up to the last few seconds. When it is evident that you are likely to hit the lines, pull your legs up as close to your body as possible and cover your head and face with your hands and arms. Do not reach for anything! Remain as small as possible to avoid contacting two or more lines simultaneously. If your parachute becomes hung-up, do not attempt to release from the harness. Stay put! You may be higher then you think. Do not attempt to reach for any part of a tower or pole. Stay where you are! Wait for help.

High voltage electricity can ignite a parachute. If this is the case then a portion of it may burn free of what it was entangled on. If you sense that you may fall as a result, keep this in mind: something partially burnt over your head may still slow you somewhat. Releasing from your harness offers nothing! ❖

Bob is a Canadian Sport Parachuting Association instructor

I talk too much ...

Gary Hill, Edmonton

I TALK TOO MUCH. Of course, after reading my article you may believe that I write too much as well. This summer I had the pleasure of attending the 2008 SAC Western Canadian Instructor Course held at the Central Alberta Gliding Club near Innisfail, AB. The course ran from 21–25 July with most of the candidates arriving the day before classes began to get site checks and to help put together the Puchacz that I brought down from the Edmonton Soaring Club. I had never flown the Bergfalke or a 2-22, which were our other training craft, so off I went to see the area from the air.

CAGC has a field shared with a skydiving operation. They were kind enough to open their training rooms for our use as CAGC was renovating the terminal building. "Dry-wall is up in the bathroom but the door isn't installed on the shower yet" were some of the first words I heard from CAGC's Shane Cockriell as we met. After a little unplanned floor soaking a shower curtain was hastily erected and the new shower was open for use.

The camping area looked like the wagon train had circled for the night as a variety of RVs and a tent were arranged for a community event. BBQs and awnings with lawn chairs welcomed us home each night. You could sip your soda waiting for the burgers and dogs and share in the conversations of the enlarged outdoor living room.

Monday morning comes early and the first test begins the course. Ten inches isn't a mountain but when you have that much paper piled up in front of you to read you get the feeling that the task is going to be daunting. Okay, maybe if I had printed on both sides it would have looked like less but I had been reading since Dan Cook had sent me my 'welcome-to-instructor-bootcamp' e-mail and I am not sure I got it all digested. The required course reading e-mail had to be divided into so many parts that I thought the send key got stuck. The first morning's test was to make sure we didn't sneak in without supporting the paper industry.

No time to worry about what your mark might be, it is out onto the field for our first lesson flight. Guy Blood and Wayne Watts from ESC were upgrading their instructor's ratings so they sat in the front seat and played the "student-in-training" while the instructor candidates dished out instructions and praise from the back seat. Like I said, I talk too much and the lesson plan for flight one had nine items. Lesson one – talk less – show more!

I'm not sure if one of the candidates had the same problem with the talking too much or if it was because the flight out of the great white north got them to the field a little late (like after the first morning's test), but they demonstrated the SOAR technique beautifully on the first day. Do I show the student how to land out on their first flight or that we don't always get to land on the same strip that we took off from? I guess those two-seat trainers don't fly like a Jantar. We all had the pleasure of watching them choose a straight-in circuit demo.

The weather was a little bit of a concern for Tuesday and Wednesday. The lesson plans have us taking 2000 foot tows but I still can't talk fast enough to tick off the nine and thirteen bullets for flights three and four ⇨ **p27**

Carol Mulder

L to R: Guy Blood (instructor), Wayne Watts (instructor), Richard Pougnet, Dan Cook (CD), Drew Hammond, Gary Hill, Carol Mulder, Shane Cockriell, Neil Siemens (towpilot), Wilf Plester. Missing: Tom Schollie (towpilot), Dale Brown (instructor & towpilot), Richard Lewanczuk (Class I), Dave Collard (assistant CD).

Psychological factors affecting checklist use

To perceive something is to be conscious of it and to pay attention to it.

But perception is a dynamic process. It will change constantly depending on the physical stimuli and on the way in which the brain blends incoming information with information already stored in memory. Therefore, the mere existence of a physical stimulus obtained by a receptor (eg. the eyes) is not an absolute predictor of what the pilot will perceive and act upon while performing a task or checking a list, for example.

When a certain task is performed repetitively in the same manner, operators become experienced with the task. In a sense, they actually create a "mental model" of the task. With experience, the shape of the model becomes more rigid, resulting in faster information processing, the ability to divide attention and, consequently, a reduction in workload. In return, however, this model may adjust or sometimes even override the perception of physical stimuli coming from the receptors and create a bias in the brain (causing one to see what one is accustomed to seeing).

Many pilots interviewed by the authors stated that at one time or another they had seen a checklist item in the improper status, yet they perceived it as being in the correct status and replied accordingly. The flap handle, for example, could be positioned at the zero-degree slot (physical stimulus), but the pilot may nevertheless perceive that the handle is on the five-degree position, and call out "flaps – five" because he expects the handle to be there. This incorrect reply is based on numerous similar checks in which the flap handle was always in the proper setting during this stage in the checklist. Often, this phenomenon is coupled with unfavourable psychological and physical conditions such as time pressure, high workload, fatigue, and noise. Nevertheless, the result is a human failure.

Most automobile drivers have had the experience of driving along a familiar route and suddenly realizing that they have travelled some distance without being aware of it. The driver ceases to consciously process information for a significant length of time. As a previous human factors study has determined, "the highly practised skill of driving can be controlled by the output of the brain's pattern-analyzing mechanisms without conscious perception." There was almost a consensus among the pilots interviewed that at many times checklist procedures become an automatic routine (or "sing-song," as some called it). The pilot would "run" the checklist, but the reply would be done from memory, and not based on the actual state of the item. The authors believe this is controlled by the output of the brain's pattern analyzing mechanism, and that the check procedure is done without conscious perception.

Reversion to older habits is another common phenomenon in aviation, and its extreme usually occurs following a pilot's transition from one aircraft to another. This can also affect checklist performance. An example is evident in the 1987 crash of a Jetstream 31 following an aborted takeoff; the flight crew did not advance the RPM levers to 100 percent as called for by the operating manual and checklist. The captain and first officer had a limited amount of time on the aircraft (47 and 15 hours, respectively), but both had considerable experience in a Beech 99. The operation procedure and checklist of the BE-99 require that the RPM levers be set to take-off position before taxiing. The Jetstream 31 procedure requires that the same levers be set just prior to takeoff. Therefore, the item was the last on the before-take-off checklist.

The National Transportation Safety Board concluded that under urgency and stress imposed by the controller, the pilots may have reverted back to recent habit patterns and began the takeoff believing that the RPM levers had been properly positioned already.

Another psychological factor that effects checklist performance is the relationship between the speed of performing the checklist and the accuracy of the check. Laboratory research has revealed a very definable relationship between response time and error rate. Therefore, if the pilot scans the appropriate panel(s) rapidly because of time pressure, the accuracy of his perception will suffer and the chance of error will increase.

The relationship between a task and its expected outcome is another factor that affects the use of checklists. Without the crew witnessing its apparent effectiveness, the redundant function of the checklist can sometimes lead to a decline in the perception of the task's importance. This is somewhat analogous to the use of seatbelts in a car: although most experienced drivers are aware of the consequences of not wearing a seatbelt, the individual's personal experience about the likelihood of an injury while not wearing a seatbelt is relatively low. The same applies to checklist use.

In summary, the combined effect of expectations, experience, and the pattern analyzing mechanism is a double-edged sword. On one hand, this ability makes the user flexible and faster in responding to multiple conditions. On the other hand, it can lead the operator to make a disastrous mistake just because part of the information which was collected quickly or without sufficient attention appeared to match the expected condition.

Asaf Degani & Earl Wiener
from the *ICAO Journal*

This article is adapted from the summary of a human factors report which appeared in NASA's Aviation Safety Reporting System monthly safety bulletin. The study also covers social and procedural aspects of checklist performance.

Research on this study began with a focus on checklist typography and design. The research goals changed however, as the authors interviewed airline pilots, observed cockpit procedures from the jump seat, and studied incident and accident reports. They began to realize that pilots' misuse (or non-use) of the normal checklist could be attributed mainly to other factors. For example, they found that "company culture" (read club safety attitudes) is an important influence on pilot attitudes towards checklist use.

The study tells glider pilots to use a checklist, to take time completing it, and to do more than look at a control and say "open" but to also physically test its movement and observe that, for example, the spoiler is indeed out – because if we hurry, our eyes and brains will tell us bare-faced lies.

Tony, reprinted from ff 5/91

SAC accident update

We have had seven accidents (no serious injuries) so far this season with the first two previously reported in *free flight*. We are still waiting for the safety reports on most of these mishaps so the details are limited. Most involved substantial damage, and several aircraft will potentially be written off.

1. Pawnee gear collapse on hard landing.
2. Towplane prop strike on ground.
3. 2-33 undershoot on landing.
4. L-33 undershoot on approach.

5. SZD-55 undershoot on approach.
6. L-33 ground looped on landing during an undershoot.

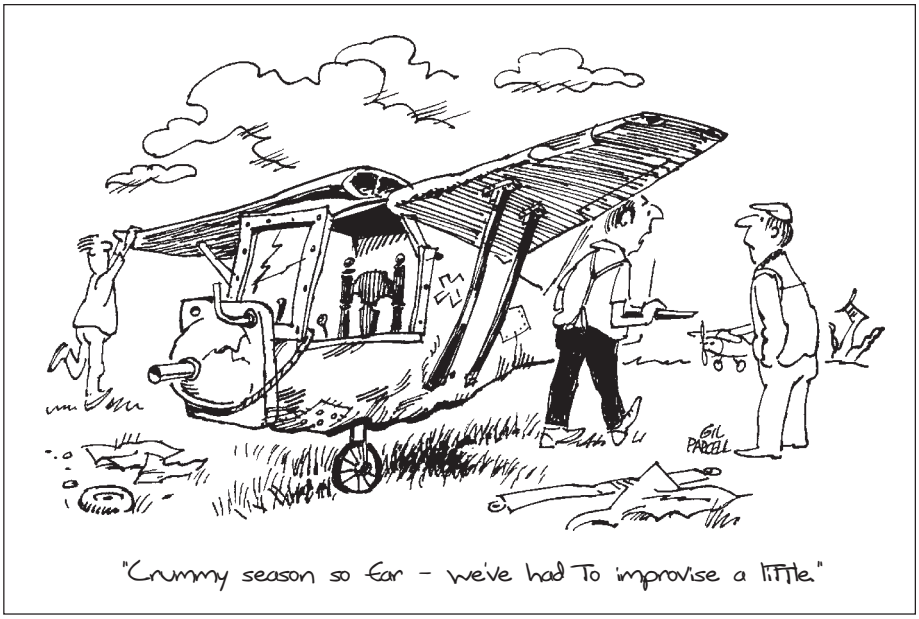
7. L-33 bounced (PIO) on landing too fast.
8. L-13 damaged tail structure on landing. Tail wheel had been lost on take-off.
9. Grob gear damage on off-field landing.
10. PIK-20E crashed; power loss on take-off.

It seems a number of accidents (incident also reported of 2-33 undershoot without damage) involving undershoots requires some reminders in this area.

Pilots should not attempt to use air brakes (spoilers) unless they have established an overshoot situation on the approach. Only enough air brakes (spoilers) to keep the reference point from moving up or down in the field of view should be used. Whenever an undershoot situation is detected, the spoilers should be closed until an overshoot is re-established. Then an appropriate amount of air brake (spoiler) should be used. Often higher winds are a factor in many of these accidents/incidents and pilots may not have turned base soon enough to compensate for the wind. When winds are very strong (15+ knots), base legs are not recommended beyond the airfield boundries for most lower performance gliders. In addition, human factors have played a part in several of these events with distraction and/or situational awareness being prime factors.

Last but not least, a reminder about the L-33 Solo may be prudent. This glider has powerfull air brakes that increase the stall speed by 10 knots and the pilot manual recommends increasing the approach speed by the same amount when full air brakes are used. Full air brakes should be avoided unless a serious overshoot has occurred otherwise an undershoot situation can quickly develop. In addition, a landing roll with full air brakes can lead to difficulty keeping the wings level at lower speeds and a wing drop/ground loop may result.

Flight Training & Safety



Joint SDP and TSP meeting looks at glider crashworthiness

Ian Oldaker, chairman of the OSTIV TSP

The following is taken from the minutes of meetings of the Training and Safety Panel (TSP) held in November 2007, and a joint meeting with the Sailplane Development Panel (SDP) of OSTIV. This session opened with Prof. Del Monte, Italy, giving a detailed account of his work to develop cockpit capsule designs for boats, Formula-1 cars and gliders. The lessons learned in these sports, and from several test programs in the UK and Germany, are being applied now to sailplanes.

Dr. Michael Rehmet, chairman of the SDP, updated the panel members on actual results on *Cockpit Damage Reports*. He introduced Petr Kousal, Czech Rep., as the driving force for this activity. Petr pointed out that with these forms, available on OSTIV webpage, no accident investigation is done, but accident data are collected. He asked for support for sending filled-in forms to the OSTIV SDP. He explained that the need is for photos and information that are then used as design input data to improve the survivability of such crashes. The data should be sent to one of three people who are in the SDP sub-group. *(Note: a recent letter from the President of the IGC to national delegates emphasized the importance of the Cockpit Damage Report and is considering making their use mandatory in some way. Tony)*

The European Aviation Safety Agency website has the NPA 007-12 dealing with amending the paragraph concerning emergency landings. This NPA introduces the "strong cage / soft nose" concept into the airworthiness requirements. The SDP is working with EASA on this amendment.

For heavy landings/comfort, Petr emphasized that back support is most important, and recommended that all clubs incorporate suitable seat backs to ensure that correct spinal curvature is maintained. Petr also said that gliders should be fitted immediately with energy absorbing upholstery and spacing cushions and to stop using cushions that contain normal soft foam. It is noted that these two ideas have been discussed at and promoted by several previous TSP meetings, and recommendations were based on the extensive work of Dr. Tony Segal of the UK, and Dr. Teddy Stedtfeld.

New ELTs mandatory
update on Transport Canada work

TC has announced that new ELTs capable of transmitting a distress signal on 406 MHz will be required as of 1 Feb 2009 to coincide with the decommission of the satellites operating on 121.5/243 Mhz. The required change in legislation was published in the Canada Gazette Part 1 on 9 Aug for a consultation period and is expected to be finalized in Oct/Nov 08.

The new ELTs are expected to cost well over $2000 with installation and will have to be recertified annually. In addition, each ELT will be coded with the aircraft registration and the owner's identification, which will make it non-transferable between aircraft.

The Canadian Owners & Pilots Association is conducting a campaign against this legislation for a variety of reasons which may result in changes to requirements or a delay in application. Gliders, balloons and ultralights are already exempted from the regulation. Aircraft engaged in parachuting or in flight training are also exempt when operated within 25 nm of their base of operation.

Aeroplanes engaged in towing of gliders are operating in conditions almost identical to the others mentioned above and the accident statistics support that the benefits of having an ELT on board are next to non-existent.

For the above reasons, your Technical committee sent a letter to the Director General for Civil Aviation (DGCA) on May 18, 2008 requesting a change to the proposed regulation to exempt aeroplanes engaged in the towing of gliders from the requirement to carry the new ELT. We have been assured by the DGCA that our proposal would be considered during the consultation period presently taking place. Club executives should stay abreast of the progress of this legislation before installing the new ELTs in their towplanes.

Paul Fortier
SAC Technical committee

miscellany

THE FIELD of the RISING SUN

There is a field not far from here
'Tis heated by the Rising Sun
And it's been the ruin of many a pilot
And God I know I'm one.

My mother was a pilot,
She soared my RS-15.
My father was a cross-country man,
Setting down in fields of green.

Now the only things a pilot needs,
Are a yaw string and vario.
And the only time that he's satisfied
Is when MacCready says to "go!"

Oh instructors, tell your students
Not to do what I have done.
Circle all day in sink and mis'ry
O'er the Field of the Rising Sun.

Well, I had one wing into the lift
But the other was into the sink.
I'm walkin' back to the old clubhouse
And there I'm gettin' a drink.

There is a field not far from here
'Tis heated by the Rising Sun
And it's been the ruin of many a pilot
And God I know I'm one.

(apologies to A. Nonymous)
the Bald Eagle

Note from the Badge Chairman

IGC files submitted for badge legs have to be in pristine condition direct from an approved flight recorder. The files must pass a verification test which is performed with a DOS program (*vali-XXX.exe* – where XXX is the ident code for each manufacturer) or a Windows program called *IGCshell.exe*. All the programs are available on the FAI/IGC web site. The slightest change in an IGC file will result in verification failure.

Lately the OLC server has been making file changes and *SeeYou* and *StrepIa* can also make changes if you use them to save a file you are viewing.

The lesson is this: Make several copies of important IGC files and put them on various storage media. Losing or contaminating your file is just like losing your film would have been in the old days.

Walter Weir

Young SAC members, how about $2300 towards your studies?

Jeunes membres de l'ACVV $2300 pour vos études, ça vous intéresse?

What I am referring to the Peter Corley Memorial Scholarship. This scholarship is available through the continuing generosity of a senior member of SAC who has requested to remain anonymous.

Submitting your application is easy and straightforward. Just visit <*www.sac.ca*>, click on "Contacts and Services" in the Main Menu and then on "Youth Programs". The .pdf file contains both the application and the instructions.

The deadline is 12:01, 1 November. Please forward all your documents as .pdf or .jpg files to me at <*prpepin@sympatico.ca*>.

Ce à quoi je fais référence est la Bourse Commémorative Peter Corley. Cette bourse est disponible grâce à la générosité d'un membre senior de l'ACVV qui a demandé l'anonymat.

Faire application est facile et pas compliqué. Allez sur <*www.sac.ca*>. Cliquez sur «Contacts & Services» dans le Main Menu et ensuite sur «Youth Programs». Le fichier .pdf, en français contient à la fois le formulaire et les instructions.

Votre application doit être soumise avant 12:01 le premier novembre. S'il vous plaît, soumettre votre application sous forme de fichiers .pdf ou .jpg et envoyer le tout à <*prpepin@sympatico.ca*>.

Pierre Pepin

This should be spacious enough for a Nationals – the line-up at North Battleford during the recent Western competition.

A pride of PIKs

The PIK-20, a Finnish glider, can be found at several airfields in Canada. The Montreal Soaring Council is no exception with several private owners having chosen the PIK-20. This preponderance led to a simple idea – why not throw a party. Always looking for a reason to do so, having the first-ever PIK-20 festival made sense, at least to me. I was glad to see that my fellow PIK confreres felt the same way. The idea was hatched a few years ago, and during the doldrums of last winter the plan was finally put into action – *PIK Fest at MSC*. Word was put out into the pipeline and nine PIK-20s amassed on our flying field to celebrate their love of the type, and their particular model ranging from a straight 20, B or D model. More would have shown up if not for other obligations.

At the time of its conception and even today, the PIK-20 has demonstrated many innovations in glider design and production methods. Although not quite as good as an 18m ASG-29, it does everything well. The straight 20s and the B model land with 90 degree landing flaps (easier to master than most imagine), with the D model equipped with spoilers and more conventional landing flaps. PIK-20 led the way with many design and production innovations in its time. Carbon abounds on the B and D models, and all ships were cured in an autoclave and then painted in polyurethane paint. The result rendered stable parts not subject to post-production curing, and the finish never crazes like your standard gelcoat finish. Many years after the ships were produced, they still exhibit a beautiful finish. After all, they are Finnish.

Hillar Kurlents, a long time PIK pilot, did mention that when the manufacturer was attempting to get a Canadian type certification, they pulled out the stops; two business class tickets to Finland were served up to the MOT delegates, with a limousine waiting on their arrival. As the story goes, in the great Finnish tradition it was sauna (*sow-nah*) first, then business. Two young blond female "representatives" of the manufacturer joined the inspectors to ensure their introduction to this Finnish tradition was complete. Suffice it to say the glider inspection went very well later that day.

The PIK Fest went almost as well as the type certification process. Sadly we didn't have any blond Finnish stewardesses on hand to help with preflight preparations. That said, we did have good weather and fun was had by all. After flying, chef Hampa produced another epicurean delight, enjoyed by all. The party continued with the "Sexiest Glider" contest, judged by Marcello Mills, Marc Lussier and Evangeliste St. Georges. Third place went to Marc Arseneault and his ship 74, second went to Pierre Morreau in 1Q, and going to excess for the PIK of the litter was yours truly in XS. Who could have guessed that a small investment of only three beers would be enough to buy off the judges. Thanks go out to MSC and all who came from afar with their PIKs.

The PIK gathering. L to R: Elliot Coltin (15), Bernie Palfreeman (MK), Allan White (RF), Bob Katz (XS), Marc Arsenault (74), Pierre Morreau (1Q), Jean-Pierre Mathieu (BP), Lapierre & Latulippe (BM), George Couser & Hillar Kurlents (AS),

Bob Katz
XS (the "Sexiest" PIK around)

How can birds fly at high altitudes?

Bar-headed geese, for example, migrate over Mount Everest where oxygen is scarce and life is rare. How do they survive in such conditions? Every spring, flocks of these geese – the world's highest-altitude migrants – fly from their winter feeding grounds in the lowlands of India through the Himalayan range, sometimes directly above Everest, on their way to nesting grounds in Tibet. Then every fall they retrace their route to India. With help from good tailwinds, they may be able to fly the one-way trip – more than 1000 miles – in a single day.

One might expect this bird to have a giant lung, but it doesn't. "These birds are powerful flappers, and don't just glide with the wind," says M.R. Fedde, a professor of anatomy and physiology at Kansas State University's School of Veterinary Medicine. "Partly because their wings are huge, they have a disproportionately low wing loading, and as they are pointed to reduce drag, they can fly over 50 miles per hour," Fedde says. "Add tailwinds of perhaps 100 miles an hour if they are lucky, and these birds really move." The same powerful flapping generates body heat, which is retained by their down feathers. This heat, in turn, helps keep their wings from icing."

What's the secret to the bar-headed goose's aerobic success? They do everything even better than other birds. They have a special type of hemoglobin that absorbs oxygen very quickly when they are at high altitudes; as a result, they can extract more oxygen from each breath of rarefied air than other birds can. Also, all birds are built for particularly efficient oxygen uptake." The avian breathing system is uniquely structured. Among its special features are several sacs that temporarily store inhaled air that has passed through the lungs and then send it back through their lungs before it is exhaled. Thus, birds circulate inhaled air through their lungs twice – once more than earthbound mammals do – increasing their opportunities for capturing oxygen.

National Audubon Society website

Pat Wood

Towpilot Doug Scott's T-shirt was a gift from David Donaldson and created by his wife Dolores, in return for a difficult retrieve of *Rosebud*, the Great Lakes 1-26 during the Ontario Provincials. He wore the T-shirt at SOSA and it worked fabulously – Andrew Corrigan offered dinner, Chris Gough the salad, and Paul Fish the dessert.

National gliding participation rates

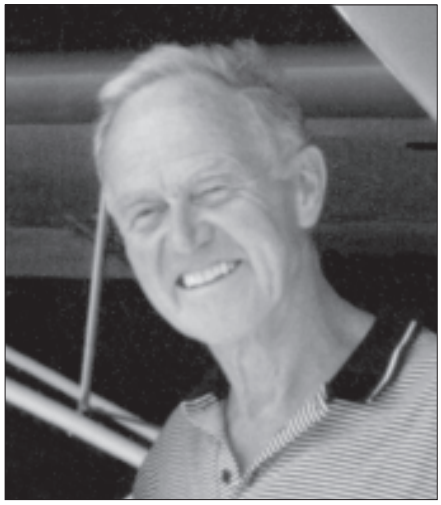
The best in the world is not Germany as you might first guess – it's Finland. Stats, presented in *Gliding International*, for the number of pilots per 1,000,000 population, are:

Finland	445	U.K.	133
Austria	425	Australia	122
Switzerland	405	Slovak Rep.	115
Germany	392	Hungary	106
Denmark	320	Luxembourg	80
Norway	312	USA	70
Slovenia	310	Poland	62
Czech Rep.	305	**Canada**	33
Sweden	289	Croatia	33
Netherlands	235	Italy	30
New Zealand	212	Ireland	28
France	204	Isreal	28
Iceland	183	S. Africa	13
Belgium	170	…	
Lithuania	147		

Jet sustainer engines

Small jet engines are being made available and installed on sailplanes more and more. Schempp-Hirth is now offering a jet sustainer unit for its Ventus 2CXa. The jet engine has a number of advantages – very low drag when the engine is raised, simple and reliable, a good best climb rate, jet fuel is much less flammable than gasoline, and best of all the engine and fuel are considerably lighter than standard piston engines. Jet engines do burn a lot of fuel though.

from *Gliding International*



† Bennett Price

We were saddened to learn of the death of Ben Price on 27 June at the age of 82. He will be remembered by his many friends in Canada, the United States and England for his integrity, dry sense of humour, aeronautical abilities and the quality of his friendship. His passing will leave a void in the lives of those who were fortunate to have known him.

In the 1950s and 60s, Ben was very active in MSC as a Director, Maintenance Supervisor, towpilot and instructor. He was a quiet reserved type of person with a quick wit and was a dynamic force in completing any project he took on. He was one of the group of club members who built MSC's 1-26 (CF-ZCR) in the Canadair employees' workshop in 1955. Ben and I then acquired a damaged Schweizer TG-2 two-seater which we repaired and which was the first privately-owned aircraft at MSC. We were partners in several other gliders including a Skylark 2b (CF-ZDL) and a Skylark 4 (CF-OUO) that was delivered to Junin, Argentina, for participation in the 1963 World Championships. At the contest, we were both impressed with Dick Schreder's HP-11 and we got an HP11A kit upon returning to Canada. We completed CF-RNN in 1965 with mods to change and couple the ailerons and flaps. It was featured in the NFB's film "Flight" and it was campaigned in many contests by John Firth.

Ben's dedicated relationship with gliding was curtailed when, in the late 60s, he was sent by Canadair to work in Los Angeles and later to the Boeing Aircraft plant in Seattle. With the downsizing of the aircraft industry in the early 70s, Ben and his family returned to England where he worked on the Concorde and spent time at the gliding site at Lasham. Also during this period, Ben was involved in building a replica of one of the De Havilland's early aircraft – the DH71 Tiger Moth Racer and this aircraft (incomplete) was featured in the ground display at one of the Woburn airshows.

On visiting us in Canada and travelling to the Oshkosh fly-in in July of 1997, Ben became interested in the fibreglass Europa aircraft. On his return to England he purchased a kit and almost single-handedly (with help from his wife Audrey) completed it in four years. (In passing, Audrey was secretary of SAC for several years in the 60s, as well as being a licensed glider pilot).

David Webb

† Gil Parcell

Gil Parcell and his wife Carol were in an automobile accident in Toronto and Gil died from his injuries on 17 July. Needless to say, this is a great loss for everyone who knew him. Over many years, glider pilots around the world have laughed at his quirky take on the sport, we have lost his wonderful drawing skills and humour. He had a magnificent run at being one of the world's premier soaring cartoonists, and his illustrations in the SAC soaring instruction manual and the SSA "Joy of Soaring" added visual sense to these texts.

I was disheartened to hear of his passing. He was a great help to me in doing *free flight* over the years, even long after he was still active in the sport. I feel as if I had known him forever as a friend, though we never actually met in person. He was ever quick to respond to my requests to make a funny story better. Many of his gliding cartoons reappear in the recent compilation of *free flight* humour, *"I Thought it was Funny"*, available on the SAC documents page.

A professional illustrator and cartoonist, he was hooked on the sport for a time in the 70s and was a member of York Soaring. To celebrate his humour and artistry, visit <*http://myweb.dal.ca/parcell/gilparcell/index.html*> for a selection of his cartoons and paintings. Browsing this site will produce a few chortles.

Tony Burton

More high altitude bird observations

Several other species have been seen at extreme altitudes as well as the bar-headed goose noted on page 25. Among them are:

- Whooper swans, once observed by a pilot at 27,000 feet over the Atlantic Ocean between Iceland and Europe.
- Bar-tailed godwits have been spotted at almost 20,000 feet.
- The highest-flying bird ever recorded was a Ruppell's griffon, a vulture with a wingspan of about 10 feet, on 29 November 1975. A Ruppell's griffon was sucked into a jet engine 37,900 feet over the Ivory Coast – more than 1-1/2 miles higher than the summit of Mt. Everest. The plane was damaged, though it landed safely.
- In 1924, a Yellow-billed chough, a crow-like bird that's among the highest-nesting species, followed a climbing expedition's food scraps to 26,500 feet on Everest.
- The avian altitude record in North America is held by a Mallard duck, which collided with an airplane on 9 July 1963, at 21,000 feet above Elko, Nevada.

National Audobon Society website

I talk too much

from page 19

unless we get 2500 to 3000 in the 2-22 or Bergie. Luckily, Wednesday's flights could be completed from 2000 to 2500 feet and the weather was our friend for the rest of the week. The first two days were the hardest for most of us – lots of new info to absorb in the classroom sessions, and getting into the groove presenting the lessons in the air and debriefings on the ground. Each of us had an evening classroom presentation to do and after seeing how well Wilf Plester from Cu Nim and Drew Hammond from CAGC did on theirs, I figured I needed a quick rewrite. Richard Pougnet of ESC had the "preemo" *Power-Point* dazzler, but I'm not going there so it is another late night.

Imagine how many winch launches, at less than five minutes apiece for most of them, you have to instruct to get a hundred hours before upgrading your instructor rating – then take a peek at CAGC's Dale Brown's log book. When Dale wasn't towing for the week he was also a front seat student actor. Now I don't know how you can do spin training from a winch launch and that may be why Shane and Dale said that we couldn't spin the 2-22, which is what CAGC uses for winch launch training, but Guy and I took off to prove them wrong for flight #7. A couple of quick spins to get the point across and a zig-zag circuit and life is good.

Dan's butt has been glued to the front seat of the Puchacz all week and with a little lift for flight #8 we go through further stalling and spin exercises. I get through the higher speed secondary stall from a stall recovery, spin off a rope break, the spin from pear turn and the opposite spin from turn before getting a little loop over the top from a demo of thermal entry spin. Can we do that again?

Dan was smart enough to bring along an ex-RCMP flying instructor, Dave Collard from Vernon, as an unofficial assistant. Dave is also a partner in their Genesis II – that is if you can have a partner in a half glider. Dave had some great tips and points to contribute and we all enjoyed his stories of flying for the RCMP up north. By now we were all getting used to seeing the back of Dave's head in the training videos that Dan had produced for the course – not exactly *YouTube* material – but we got the point.

Stress and exhaustion were two of those human factors that we were supposed to be learning about, but by now we just wanted to get the last two flights out of the way and get to that final test. I told my wife on the phone, "we'll be done by 5 or 5:30 then a quick test review and I am on my way home". With all that human factors training in my head on the drive home, I was ready, but when I crawled into bed at 12:30, my wife said, "Just tell me about it in the morning Gary – to tell you the truth, for this time of the night, you talk too much." ❖

almost a Nationals

from page 16

special mention – when I recruited them, they often had little time to prepare.

All courses were Turn Area Tasks, with a 5 km start circle and 2 km finish circle. Turnpoint circle radii ranged from 3 to 35 km. This accommodated the wide performance range of gliders present and the distances flown could undergo considerable pilot adjustment. The two most ambitious days permitted minimum, nominal and maximum distances for both classes of 192, 305 and 420 km in 3 hours on 4 July and 183, 320 and 470 km in 3-1/2 hours on 5 July. There were only three landouts of the 89 launches, not including the two engine starts made by the DG-800.

Three towplanes ensured that the entire grid was launched in much less than an hour. With five flying days and registration of 23 gliders, this could have been a National contest given the recent history of attendance! Only one day saw different tasks being given to the classes. On 1 July the Advanced class was set 144 – 195 – 264 km while the Novice class was set 104 – 155 – 224 km, both in 2-1/2 hours. The two tasks used the same first turnpoint. It was the opinion of the CD, shared by the competitors when asked, that more learning opportunities existed when everyone flew the same task. The only differentiation therefore was the opening of separate start gates for the classes. One experiment with a combined gate opening was unpopular enough not to be repeated.

Radio traffic was the big operational problem. SOSA's assigned frequency of 122.825 MHz is being used as Brantford Airport's Unicom. Contest Ground was frequently being stepped on. This not only affected the notices of gate opening, but also the in-air task changes on 3 and 6 July, which required a 100% roll call response. Both worked, but not without repeated calls. Brantford circuit announcements once forced a delay in the opening of the start gate before I could get a word in edgewise! ❖

Jerzy's story

from page 11

From my observations, gaggle or large group flying isn't the most efficient way of flying. I found that flying with other gliders forces one to fly others' strategy, it isn't the fastest way of flying. It is easer to survive in the group, but I don't think it guarantees the best speed on the task. With blue thermals, gaggle flying is the best option, but again, some groups make mistakes and I found several times that a thermal centre was lost and then used very inefficiently after that. The French demonstrate very good team flying, the Brits and Poles as well. In the Polish team, the LS-10 pilot decided to help his partner in an ASG-29, but he gave up a chance for good results. Team flying is very efficient if two pilots are able to fly together with minimal radio communication, but it takes years of pair flying for it to work.

Preparation and Worlds flying takes a lot of time and energy, and is challenging financially, especially for pilots from North America. Some European teams had government funding for Worlds participation, including gliders purchased just for contest flying. I think we had one of our best teams in years with a top team manager, Jörg. His experience from previous Worlds was a great asset. Our trip was possible thanks to our corporate sponsors WestJet and Air Transat, and individuals Thomas Rezek (Rezek Technology), Andy Mazur (AM Transport), and the whole Canadian gliding community. I'd like to thank Jörg for leading us before and during the Worlds; his cool analytical approach helped us in the most challenging situations. A big Thank You also to my wife, Maria, for perfect crewing and taking care of the many tasks before and during the Worlds.

Our team spent close to four weeks together under substantial stress. We had good days and bad days, but we passed the test with flying colours, and I hope after such a positive experience, we have a chance to build a very successful Canadian National Soaring Team in the years to come. Thank you all. ❖

FAI badges

Walter Weir

3 Sumac Court, Burketon, RR2, Blackstock, ON L0B 1B0
(905) 263-4374, <*waltweir@ca.inter.net*>

The following badges/badge legs were recorded in the Canadian Soaring Register during the period 9 June to 6 September 2008.

1000 km DIPLOME (World #527)

12	Tim Wood	Great Lakes	1009.0	ASW-27	Invermere, BC

750 km DIPLOME

6	Ian Spence	Rockies	765.0	Ventus 2CXT	Invermere, BC

GOLD BADGE

323	David Hocking	Vancouver

SILVER BADGE

1028	Tim Radder	CAGC
1029	Bill Cole	Toronto
1030	Sylwester Rybak	Rockies
1031	Leo Deschamps	CAGC

DIAMOND GOAL / GOLD DISTANCE (300 km flight)

Alf Marcelissen	SOSA	302.8	LS-4a	Rockton, ON
David Hocking	Vancouver	302.1	ASW-19	Invermere, BC

SILVER DISTANCE (50 km flight)

Tim Radder	CAGC	63.5	Dart	Innisfail, AB
Jeff Runciman	CAGC	67.0	Genesis 2	Innisfail, AB
Bill Cole	Toronto	96.0	SF-27A	Rockton, ON
Sylwester Rybak	Rockies	55.2	PW-5	Invermere, BC
Leo Deschamps	CAGC	53.5	Dart	N. Battleford, SK

SILVER/GOLD DURATION (5 hour flight)

Jean Egan	York	5:19	Grob 103	Arthur E, ON
Dale Travis	Edmonton	5:11	PW-5	Chipman, AB
Gary Farnsworth	Vancouver	6:10	L-33	Hope, BC
Leo Deschamps	CAGC	5:05	Dart	Cowley, AB
Regent Labrosse	ACE	5:28	ASW-29	Valcourt, QC

SILVER ALTITUDE (1000 m gain)

Jeff Runciman	CAGC	1330	Genesis 2	Innisfail, AB
Bill Cole	Toronto	1078	SF-27A	Rockton, ON
Dale Travis	Edmonton	1400	PW-5	Chipman, AB
Gary Farnsworth	Vancouver	1770	L-33	Hope, BC
Leo Deschamps	CAGC	1290	Dart	N. Battleford, SK

C BADGE (1 hour flight)

2887	Jeff Runciman	CAGC	2:40	Genesis 2	Innisfail, AB
2888	Gary Farnsworth	Vancouver	6:10	L-33	Hope, BC
2889	Leo Deschamps	CAGC	3:39	Dart	N. Battleford, SK
2890	Regent Labrosse	ACE	5:28	ASW-29	Valcourt, QC

FAI BADGE SUPPLIES

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Note: item 6 not stocked – external purchase approval is given

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6	FAI DIAMOND badge diamonds		
7	FAI Gliding Certificate	**10 for $39.00 to clubs**	$10.00
	Processing fee for each FAI application form submitted		**$15.00**
36	FAI SILVER badge, cloth 3" dia.		$12.00
37	FAI GOLD badge, cloth 3" dia.		$12.00

Order these through the SAC office

33	FAI 'A' badge, silver plate pin *(available from your club)*	$ 3.00
34	FAI 'B' badge, silver plate pin *(available from your club)*	$ 3.00
35	SAC BRONZE badge pin *(available from your club)*	$ 3.00

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FAI records

Roger Hildesheim

49 Maitland Street, Box 1351, Richmond, ON K0A 2Z0
(613) 838-4470, <*rogerh@ca.inter.net*>

The following records have been approved:

Pilot	**Ernst Schneider (Stewart Midwinter)**
Date/Place	15 June 2008, Invermere, BC
Record type	Free Out & Return Distance, Multiplace
FAI Category	3.1.4b
Sailplane	Duo Discus C-GDUO
Distance	393.3 km
Task	Spillimasheen - Elko - Spillimasheen
Previous record	338.0 km , May 2008, Schneider (Smith)

Pilot	**Tim Wood**
Date/Place	9 July 2008, Invermere, BC
Record type	500 km Out & Return Speed, Club
FAI Category	3.1.4i
Sailplane	ASW-27 C-FWKR
Distance	98.1 km/h
Task	Beaver TP - US border - Beaver TP
Previous record	Not claimed

Pilot	**Tim Wood**
Date/Place	11 July 2008, Invermere, BC
Record type	Free Out & Return Distance, Club
FAI Category	3.1.4b
Sailplane	ASW-27 C-FWKR
Distance	498.8 km
Task	GPS turnpoint - US border - return
Previous record	476.4 km, Tim Wood, 2007

Pilot	**Tim Wood**
Date/Place	13 July 2008, Invermere, BC
Record type	300 km Speed to Goal – Open, 15m, Club
FAI Category	SAC
Sailplane	ASW-27 C-FWKR
Distance	128.2 km/h, Club 112.8 km/h
Task	Blaeberry - US border - Blaeberry
Previous record	Open, 108.6 km/h, Wolf Mix, 1966 15m, Not claimed Club, 92.1 km/h, Tim Wood, 2007

Pilot	**Tim Wood**
Date/Place	13 July 2008, Invermere, BC
Record type	200 km Speed to Goal – Open, 15m
FAI Category	SAC
Sailplane	ASW-27 C-FWKR
Distance	128.2 km/h
Task	Blaeberry - US border - Blaeberry
Previous record	Open, 125.9 km/h, Kevin Bennett, 1992 15m, not claimed

Pilot	**Tim Wood**
Date/Place	13 July 2008, Invermere, BC
Record type	Free 3TP Distance – Open, 15m, Club
FAI Category	3.1.4c
Sailplane	ASW-27 C-FWKR
Distance	1002.4 km, Club 882.1 km
Task	Invermere - Blaeberry - US border - Mt. 7 - US border
Previous record	Open, 871.9 km, Tim Wood, 2002 15m, not claimed Club, 869.3 km, Mike Glatiotis, 2002

Priorities

from page 2

Surpluses can be as much of a problem as deficits, but a much more pleasant problem. A look at the financial statements for 2007 shows an operating surplus of over $39,000 – this is high by historical standards. Usually our surpluses have come largely from lower than budgeted expenditures. Membership appears to be down a little so far this year, and investments generally have not done well. If the trend toward surpluses continues, the membership will need to decide on one of two options – reduce income (fees) or increase expenditures (increasing the assets of the Pioneer fund, for example). Fees have been held relatively constant for a number of years, increasing less than inflation.

There have been calls for increased spending, mostly from "special interest" groups. The FT&SC has been authorized to proceed with a project to provide computer simulators for flight training – a potential benefit in training and safety that will be available to all members. This project is proceeding, but cautiously, as it is important to get the right mix of hardware and software for effective simulation. The other requests need serious consideration by the membership. Two were tabled at the 2008 AGM. Your clubs will need to make some decisions and direct votes on these issues, which are currently being investigated and considered by the directors, but will require a member decision. See the minutes of the last meeting for the wording of the motions.

One motion calls for $20,000/year from the General fund to be used to support contest flying for a world team and a junior team. The other requests a national bursary program, again in the $20,000 range based on discussions so far. I have also received inquiries about setting up a loan fund to help clubs in capital expenses such as fleet upgrades. In each case, I am asking the parties involved to provide more detailed proposals and background to motions (I have some already), and will be making it available to the membership well in advance of the next AGM.

The directors have been working with these proposals, and will have more formal discussions at the November board meeting. Comment and inquiries can be made through the Zone directors. It is the Board of Director's responsibility to oversee the management of the financial affairs of the organization. It is easy to spend money; the challenge is to do it responsibly with the interest of all members being represented equally.

Your serious consideration and input on the pending motions will be required. For those members who have contributed and questioned financial matters, thank you for your valuable input. For the silent majority who put their faith in the management of SAC, thanks for your continuing support. ❖

Trading Post

Personal ads are free to SAC members (give me your club). $10 per insertion for non-members. Send ad to editor. Ad will run 3 times unless you renew. **Tell me when item has been sold**. Ads are subject to editing for length (usually 5 lines max).

single seat

Ka6CR – 1797 h since new (1965). Wings recovered with Ceconite "104" in 1993, and repainted. Current C of A. Annual in July 2007, log books up to date. A pure joy to fly, and rigs easily. Enclosed wooden trailer requires some work. Asking $8600, Arthur, ON. Chris Brownhill <*cbrownhill@sympatico.ca*>.

HP-14T, FAXH, 1480 h, glider & trailer in vg cond. New MicroAir 760 with boom mike, ILEC SB8 glide computer, ELT, O2, new winglet-fences. Low maint. A/C giving good value for your dollar. $16,000 obo. E-mail me <*spencer.robinson@rogers.com*> for current photos, (416) 620-1218.

ARS-15, GILQ, #25. Professional paint job and winglets, std instruments, hand-held radio, hand-held GPS, wing covers, canopy cover, parachute, trailer, etc. $12,500. Don Parker (905) 877-8807 <*rs15@cogeco.ca*>

RS-15, GPUB, well-built in excellent condition, complete with trailer, ready to fly with Becker radio, O2, and chute. Located near Calgary. $12,000 obo. Contact Barry at (403) 286-4606 <*barrycr@shaw.ca*>

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two-place

2-22C, C-FAZG, 2025 h, #114. Slight damage to paint on both sides of cockpit, model SGU-22C, stored for several years in hangar. Asking $4500. Deep River, ON. Dave Beeching, (613) 584-9336, <*Beechind@sympatico.ca*>.

L-13 Blanik, CF-TUH, 1970, low hrs. Well maintained, new seat covers, open trailer. $17,000 obo. Tom McWirter (519) 922-2731 <*TomMcwhirter@bmts.com*>.

misc.

Winter barograph,12,000 metre; 2, 4, 10 hours rotation; ink or smoke; beautifully crafted. Best offer. Harold Eley (306) 584-5712,<*heley@sasktel.net*>.

soaring services

Invermere Soaring Centre Mountain soaring, camping, glider rentals. Mountain flying instruction in Lark or Duo Discus. Trevor Florence, Box 2862, Invermere BC, V0A 1K0, cell (250) 342-1688, ph/fx (250) 342-7228. Website: <*www.soartherockies.com*> e-mail: <*info@ soartherockies.com*>.

MZ Supplies Canadian dealer for Schleicher sailplanes and Cambridge and Borgelt instruments. Ulli Werneburg, <*www.mzsupplies.com*>, <*wernebmz@magma. ca*>, (613) 826-6606.

Pemberton Soaring Centre Glider rentals, instruction, and rides near Whistler, BC. Rudy Rozypalek, 1-800-831-2611, (604) 894-5727, <*info@pembertonsoaring.com*>, <*www.pembertonsoaring.com*>.

Solaire Canada & High Performance Sailplanes
LS series of sailplanes, LX glide computers, Dittel radios, Collibri FRs. Planeurs de grande finesse. AMS-flight DG ELAN Std. class and two-seaters. DG Flugzeugbau GmbH. 15m, 18m gliders/motorgliders and 2-seat gliders. Contact <*ed@solairecanada.com*>, (519) 461-1464 or <*willem@langelaan.com*> (905) 274-1286.

Sportine Aviacija Canadian dealer for LAK sailplanes. LAK-17a – 15/18m flapped; LAK-19 – 15/18m standard; LAK-20 – 2-seat 23/26m Open. <*nick.bonniere@withonestone.com*>, <*www.lak.lt*>.

XU Aviation Sailplanes repairs (major & minor) and inspections. Chris Eaves, <*www.xu-aviation.com*>, (519) 452-7999, fax 452-0075.

ZS Jezow PW gliders Today's technology, polyurethane finished, instrumented, type approved PW-6U and PW-5. CM Yeates & Associates. Avionic trailers with fittings also available. <*yeatesc@ns.sympatico.ca*>, or see <*www3.ns.sympatico.ca/yeatesc/world.htm*>, Ph/fax (902) 443-0094.

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GLIDING INTERNATIONAL — A fresh new monthly magazine for the gliding community. Extensive around-the-world news. Subscriptions, US$52. Editor, John Roake, <*www.glidinginternational.com*>.

GLIDING & MOTORGLIDING INTERNATIONAL — world-wide on-line magazine. Editor, Val Brain, <*www.glidingmagazine.com*>.

SOARING — the monthly journal of the Soaring Society of America. Subscriptions, US$46. Credit cards accepted. Box 2100, Hobbs, NM 88241-2100. <*feedback@ssa.org*>. (505) 392-1177.

SOARING NZ — Replaces the *Gliding Kiwi*. Editor, Jill McCaw. NZ$122. Personal cheques or credit cards accepted. McCaw Media Ltd.,430 Halswell Road, Christchurch, NZ. <*j.mccaw @xtra.co.nz*>.

SAILPLANE & GLIDING — the only authoritative British magazine devoted entirely to gliding. Bimonthly. £39 per year airmail, £22.75 surface. <*beverley@gliding.co.uk*>.

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Debert, NS
robfrancis@tru.eastlink.ca

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Bromont, QC
Marc Arsenault
marcarsenault@sympatico.ca

AÉRO CLUB DES OUTARDES
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AVV CHAMPLAIN
St. Dominique A/P, QC
www.avvc.qc.ca

CVV QUEBEC
St. Raymond A/P, QC
www.cvvq.net
club phone (418) 337-4905

MONTREAL SOARING COUNCIL
CLUB DE VOL À VOILE DE MONTRÉAL
Hawkesbury, ON
club phone (613) 632-5438
www.flymsc.org

Ontario Zone

AIR SAILING CLUB
NW of Belwood, ON
Stephen Szikora (519) 836-7049
stephen.szikora@sympatico.ca

BONNECHERE SOARING
5.5 km N of Chalk River, ON
Iver Theilmann (613) 687-6836

ERIN SOARING SOCIETY
7 km east of Arthur, ON
www.erinsoaring.com
info@erinsoaring.com

GATINEAU GLIDING CLUB
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www.gatineauglidingclub.ca

GREAT LAKES GLIDING
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GUELPH GLIDING & SOARING ASSN
W of Elmira, ON
www.geocities.com/ggsa_ca/

LONDON SOARING CLUB
between Kintore & Embro, ON
www.londonsoaringclub.ca

RIDEAU VALLEY SOARING
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club phone (613) 489-2691
www.rideauvalleysoaring.com

SOSA GLIDING CLUB
NW of Rockton, ON
(519) 740-9328
www.sosaglidingclub.com

TORONTO SOARING CLUB
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www.torontosoaring.ca

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club phone (519) 848-3621
info (416) 250-6871
www.YorkSoaring.com

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www.ssc.soar.sk.ca

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www.wgc.mb.ca

Alberta Zone

ALBERTA SOARING COUNCIL
asc@stade.ca
Clubs/Cowley info: www.soaring.ab.ca

CENTRAL ALBERTA GLIDING CLUB
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hope.gliding@yahoo.com

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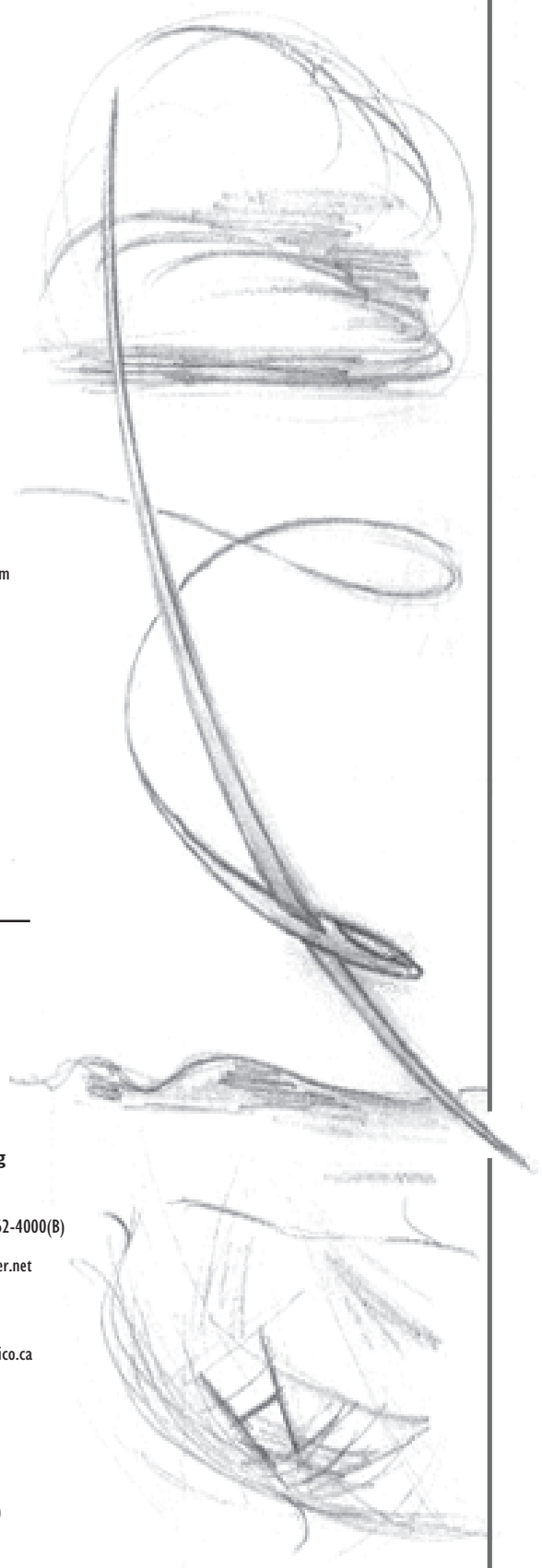

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