



Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

March 1968

EDITORIAL

The season is now underway, perhaps not in the air, but certainly on the ground. An excellent turnout was achieved at the SAC meeting, with Western Canada well represented in the persons of Peter Timm (V.S.A.), Julien Audette (R.G.A.), and Norm Dyck (W.G.C.). Once again we were pleased to welcome Paul Schweizer and Tony Doherty from S.S.A. As some of you may know, Paul was married last November, and we were glad to have Ginny Schweizer attend our annual gathering. After his good work on F.A.I. Awards in 1967, Norm Dyck takes over as S.A.C. President for 1968. Paul Tingskou of Winnipeg has agreed to handle F.A.I. Awards.

TWENTY-THIRD ANNUAL GENERAL MEETING KINGSTON, ONTARIO, MARCH 16, 1968

Morning Session:

The meeting began at 11:00 a.m., with President Walter Piercy in the chair. All directors except George Rynning were present, and about 50 members.

Minutes of 1967 A.G.M.:

These were read by the secretary, Dave Parsey (G.G.C.). After their approval, Julien Audette proposed that, in future, the minutes of the previous year's meeting should be available at or before the annual meeting. Minutes of the previous year could be referred to but not read, giving more time for new business. This proposal was carried.

Treasurer's Report:

Treasurer Don Wood (G.G.C.) reported that S.A.C. membership had increased by 2,000 in 1967 and the net revenue was up \$1,000 from the previous year. Additional expenses were \$201.77 for the 1967 A.G.M. and \$230.50 for the 1967 Instructors School. An amount of \$185.53 stood in the World Contest Fund at December 31, 1967. Since then a donation of \$63.00 had been received from V.A. Budachs.

Julien Audette asked if the previous year's figures could appear in the report alongside the current figures for comparison. Don Wood agreed to have these printed next year. Charlie Yeates (G.G.C.) remarked that there had been an increase in revenue because of the increase in S.A.C. fees, but the reason for the large surplus was because of the work put in throughout the year by Walter and Helen Piercy, and for which no payment had been made, except the small Honorarium for Helen.

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THE NEW LETTER TO THE JOURNAL ASSOCIATION OF 1967

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1967 24.00
1968 2,429.30

Treasurer's Report

Treasurer Don Wood (G. G. C.) reported that S.A.C. membership had increased by 5.00 in 1967 and the net revenues were \$1,500 from the previous year. Additional expenses were \$201.75 for the 1967 A.G.M. and \$250.30 for the 1967 Instructor School. An amount of \$182.50 was in the World Contest fund at December 31, 1967. Since then a donation of \$25.00 had been received from V.A. Budoch.

Julian Aubette asked if the previous year's figures could appear in the report outside the current figures for comparison. Don Wood agreed to have these printed next year. Charles Foster (G. G. C.) remarked that there had been an increase in revenue because of the increase in S.A.C. fees, but the reason for the large surplus was because of the work put in this year by the year by Walter and Helen Piersy, and for which no payment had been made, except the small thank-you to the year.

BALANCE SHEET AS AT DECEMBER 31, 1967

ASSETS

Current:

Cash - General Fund	5,708.34	
World Contest Fund	185.53	5,893.87
Accounts receivable		99.05
Inventories - at estimated cost		
F.A.I. pins and certificates	33.50	
Log Books, crests, ties and decals	693.52	
Instructor and student materials	285.00	1,012.02
Prepaid expenses - World Contest		
Fund raffle tickets		426.30
		7,431.24

Fixed:

Office equipment at cost	269.50	
Less accumulated depreciation	176.46	93.04
		<u>\$ 7,524.28</u>

LIABILITIES

Current:

World Contest Fund		185.53
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SURPLUS

Balance forward December 31, 1966	5,035.14	
Add net revenue for the year	2,303.61	7,338.75
		<u>\$ 7,524.28</u>

1967 STATEMENT OF REVENUE and EXPENSE - GENERAL FUND

REVENUE:

Membership fees	8,245.00	
Log books, crests, ties and decals	554.76	
F.A.I. pins and certificates	263.25	
Instructor and student material	220.95	
Interest on deposit	171.34	
Miscellaneous revenue	24.00	\$ 9,479.30

EXPENSE:

S. S. A. for 'Soaring'	3,362.55	
Bulletins and Free Flight - printing	787.57	
Addressing, postage and stationery	660.66	
Instructor and student material	449.12	
Annual general meeting	201.77	
Honorarium	300.00	
Secretarial fees	245.65	
Membership fees	175.00	
Audit fees	50.00	
Bank Charges	20.59	
Log books, crests, ties and decals	535.27	
Instructors' school	230.50	
Bad debts	100.00	
Miscellaneous	33.75	
Depreciation - office equipment	23.26	7,175.69

NET REVENUE FOR THE YEAR		<u>\$ 2,303.61</u>
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SECRETARY'S REPORT

Dave Parsey said that there had been no official stenographer for most of the year and typing had had to be done from 7:30 to 9:30 a.m. or from 7:30 - 9:30 p.m., and also that Helen and Walter Piercy had dealt with a great deal of the work. An article on soaring in the Readers Digest had brought a flood of letters from interested persons, but this later dropped to about 20 letters per week. The previous year's stenographer returned in August, but would not be able to carry on in 1968. Dave emphasized that the strength of SAC depended on good communications across the country.

Statistics:

These were presented by Chas. Yeates on behalf of George Ryning (CGC).

Year	Sailplanes	Number of Flights	Hours Flown	Cross Country Miles
1967	129	22,256	8,561	27,275
1966	140	19,205	8,646	34,300
1965	128	16,725	7,320	16,085
1964	116	15,412	6,977	22,239
1963	?	14,154	6,400	19,750

For some unknown reason, the number of gliders reported is down. This may be because some craft are lying dormant or possibly it is an indication of the number of gliders that have been "graunched" . . .

The total number of flights are up a healthy amount though the total number of hours flown are down very slightly. The number of cross-country miles flown is also down compared to the previous year, this likely being due to the smaller participation in the 1967 Nationals.

The average time per flight for Club craft works out to be 16½ mins. and 54 mins. for the privately owned gliders.

The Winnipeg area again has shown the strongest growth during 1967 and congratulations are in order to the two Winnipeg clubs. Regina is up appreciably on total number of flights and growth continues to be steady at Vancouver. The larger clubs such as Montreal, SOSA and Gatineau again turned in a healthy performance as did the Alberta clubs. All in all I would say that the sport had a very successful Centennial Year.

Indications were, from my survey, that 88 Glider Pilot licences were earned during the year, including the Air Cadets who received their training at Penhold.

SOARING ASSOCIATION OF CANADA 1967 FLIGHT STATISTICS

	Sailplanes		Club Operations			Private Owners			Launch Method
	Club	Private	Flights	Hours	Miles	Flights	Hours	Miles	
QUEBEC & MARITIME ZONE									
Buckingham Gliding Club	3	-	432	145	--	--	--	--	A
Champlain Soaring Association	2	2	520	142	--	81	?	--	A
Montreal Soaring Council	6	14	2125	658	--	710	630:28	6435	A
Quebec Soaring Club	3	2	985	364	--	199	94	--	A & C
ONTARIO ZONE									
Air Trails Soaring Club	1	1	3	1	--	482	35	--	A & W
Chatham Pioneer Flying Club	4	10	1352	448	--	310	771	4932	
Gatineau Gliding Club	2	2	167	76	--	64	29	--	A
Rideau Gliding Club	8	13	3192	1133	600	359	711	4450	A
Sosa Gliding Club	4	2	1456	380	92	77	158	2178	A & W
Toronto Soaring Club	1	3	173	24	--	103	179	1580	W
Windsor Gliding Club									
York Soaring Association									
Central Ontario Soaring Assoc.	1		116	35	110	--	--	--	A
PRAIRIE ZONE									
Lakehead Gliding Club	1	--	601	58	--	--	--	--	W
Pine Tree Soaring Association	2	1	70	?	--	30	?	--	C & W
Melville Dist. Soaring & Gliding	1	--	21	1	--	--	--	--	
Red River Soaring Association	2	3	1098	139	--	19	52	394	A & W
Regina Soaring & Gliding Club	2	2	756	155	--	35	90	1075	A
Saskatoon Soaring Club	1	1	310	86	120	--	--	--	A & W
Winnipeg Gliding Club	3	4	1557	376	45	144	124	1528	A
PACIFIC ZONE									
Cu-Nim Gliding Club	3	6	520	248	846	481	352	1399	A & W
Edmonton Soaring Club	1	4	650	158	--	634	242	525	
Kamloops Gliding Club	-	-	--	--	--	--	--	--	A
Red Deer Soaring Association	*1	3	860	159	--	161	125	966	W
Vancouver Soaring Association	1	1?	827	161	--	227	142	--	
Van Isle Gliding Association	1	1	349	35	--	--	--	--	A & W
TOTALS	54	75	18140	4982	1813	4116	3734	25462	

(* leased)

I would like to make a personal observation about a feature of my own club . . . Cu-Nim. In the last two years the cross-country miles for our club craft have been ahead of the other clubs by a respectable amount. This has come about because we have had a good medium performance (30:1) club owned craft in which many members have achieved the type of soaring they would never have otherwise realized. I would believe that every club has a large number of competent pilots who will never own their own glider, and because most club-owned craft generally are of a type that has a lot of "headwind" built into their design, these pilots will never get an opportunity to do some serious cross-country soaring.

To have owned such a craft has certainly been a tremendous 'shot-in-the-arm' for our club, not only in cross-country soaring experience but also in the achievement of F.A.I. Awards.

I would like to put forward this thought that other clubs take a hard look at this situation and consider the possibility of having a good performing club glider. It has worked well for us.

- G. Ryning -

CONTEST COMMITTEE

Wolf Mix (S.O.S.A.) presented this report. The contest rules and regulations as adopted several years ago remained unchanged and were used in the 1967 National Gliding Championships. There is no indication that these rules are inadequate or require modifications. We have a written request from Glen Lockhard to consider a handicap system for future Canadian National Soaring Contests. Time permitting, we should make an attempt to get an opinion from the competition pilots present at this meeting. Specific reference was made to the handicap system adopted by the BGA and described in the December, 1967 issue of Sailplane and Gliding. Before going into details I would like to caution that the problem is not as simple as adopting the BGA handicap system since it was designed for average British conditions. Since handicapping is not only a function of glider performance but also of meteorological conditions, the handicapping rating should be changed from day to day to work satisfactorily. I doubt if any organizer of a National Contest is prepared to do this extra work in addition to running the Contest.

We had only one request to provide assistance and sanctioning a regional glider meeting and this came from the Red Deer Soaring Association. The S.A.C. has prepared a Contest kit providing all the necessary information, suggested local rules and Contest rules and regulations, as well as all the necessary forms that are normally required. This information is available to any Club planning to organize a regional competition, or any Club hosting the forthcoming Nationals.

The F.A.I. awards and National records were handled by Norm Dyck, who will report on this subject separately. Our distribution of the F.A.I. Sporting Code to official observers must have had a beneficial affect as we did not have a single borderline case for F.A.I. awards applications or National record, requiring final ruling of the Contest Committee. As you all know these problems arise from incorrect procedures or incorrectly completed applications. According to Julien Audette properly completed applications create no problems whatsoever. While any missing or incorrect information requires corresponding with the applicant, causing an unnecessary work load on the fellow who handles the F.A.I. awards.

The selection and organization of the National Team to compete in the next World Gliding Championships is also handled by this Committee. Preparation of the team selection was carried out by Terry Beasley, who will report on this separately. Terry has agreed to act as our team captain for the next World Gliding Championships to be held in Leszno, Poland.

- W. J. Mix -

F.A.I. AWARDS

The following certificates, badges and Leg Receipts were issued in Canada from March 1, 1967 to February 29, 1968. Comparative figures for 1966 are shown in brackets.

F.A.I. Certificates

New Issue - 45 (34)
Replacements - 1 (5)
Total F.A.I. Certificates issued in Canada - 766

"C" Badges

New Issue - 36 (26)

Silver Badges

New Issue - 13 (24)
Replacements - 1 (0)
Total Silver Badge Holders in Canada - 209

Gold Badges

New Issue - 9 (15)
Total Gold Badge Holders in Canada - 58

Diamond Badges

New Issue - 0 (0)
Total Diamond Badge Holders in Canada - 5

Badge Legs

Silver - Duration 21 (30)
Altitude 21 (30)
Distance 16 (21)

Gold - Altitude 14 (11)
Distance 10 (15)

Diamonds - Altitude 4 (15)
Distance 0 (0)
Distance to Goal 4 (7)

Total legs completed and recorded - 90 (129)

Total badges completed and recorded - 58 (73)

RECORDS:

The following new records were established:-

Distance to Goal and Return - 270 miles
200 km. Speed Triangle - 51.8 mph

John Firth
Chas. Yeates

The following is a list of the single and multi seat Canadian records as they are now recorded:-

Male Single Seat Canadian Records as of February 29, 1968

Distance - 396.4 miles	-	David Webb
Distance to Goal - 355 miles	-	Chas. Yeates
Distance to Goal and Return - 270 miles	-	John Firth
Gain of Height - 24,336 ft.	-	Wolf Mix
Absolute Altitude - 31,836 ft.	-	Wolf Mix
100 km. Speed Triangle - 54.4 mph	-	Chas. Yeates
200 km. Speed Triangle - 51.8 mph	-	Chas. Yeates
300 km. Speed Triangle - 47 mph	-	David Webb
300 km. Speed to Goal - 67.5 mph	-	Wolf Mix
500 km. Speed to Goal - 47.9	-	Chas. Yeates

Male Multi Seat Canadian Records as of February 29, 1968

Distance - 146 miles	-	Al Pow
Distance to Goal - 95 miles	-	Robert Shirley
Distance to Goal and return - 106 miles	-	Robert Shirley
Gain of Height - 23,300 ft.	-	Robert Shirley
Absolute Altitude - 29,800 ft.	-	Robert Shirley

Female Single Seat Canadian Records as of February 29, 1968

Distance - 82 miles	-	Christine Pattinson
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- J. N. Dyck -

(Norm kindly offered his services for a further year, but was later elected President - Ed.)

TECHNICAL COMMITTEE

Report read by Terry Beasley (M.S.C.) on behalf of Jack Ames.

This report has been prepared by your Technical Committee Chairman for presentation by one of its members, designated by the President. With any reasonable luck I will be skiing down a Swiss Alp as the presentation is being made.

1967, and 1968 to date, was a noteworthy period in Canadian soaring because it saw the introduction of the new generation of fibreglass high performance sailplanes and the first of the Type Approvals for this breed.

Shorty Boudreault and friends of the Gatineau Club imported the first PHOEBUS early in the year. By November, after eighteen letters and reports, some careful inspections by members of your Committee, test flying by Charlie Yeates, a Contest to back it up, and a recommendation to D.O.T., we were advised that Type Approval G-82 had been issued for the A1 and B1 models.

George Adams and partners brought in a 16.5 metre DIAMANT in September. A flight permit was obtained on the Committee's recommendation but winter set in before the test flying could be completed. No difficulty is expected and the necessary inspections and tests for a Type Approval recommendation should be completed in the 1968 season.

Bob Gairns in Montreal and Graeme Craig in Germany with the Armed Forces are acquiring LIBELLES H301. This sailplane already has its German and USA Approvals and on the basis of these and other data available has been recommended for a Canadian Type Approval. An inspection and flight test would be advisable when a LIBELLE arrives in Canada to back up the decision already taken.

Early in 1967 the D.O.T. issued Type Approvals for the L SPATZ III and L SPATZ 55 on our recommendation, and in September followed with a Type Approval for the SH27A, the first of which had been imported by Paul Krauss of Winnipeg.

There are three other sailplanes in process at the moment, none of which have as yet arrived in Canada. These are the Polish PIRAT being obtained for Gordon MacDonald by Bill Budachs' Ontaero Co., and Arthur Klinge of the Canadian Armed Forces in Germany; and the SLINGSBY DART and TYPE 53.

Dave Webb is taking delivery of a BS - 1B from Glasflugel and Chas. Yeates a Cirrus from Schemp-Hirth. These will be flown in Poland in the World Championships and then shipped to Canada. The Cirrus has a U.S. Type Approval in progress while the BS - 1B has not yet been completed so certification data cannot be determined.

Your Committee grew considerably in size and stature this year and now consists of George Ryning, Gordon Hicks, and Terry Beasley with assistance on call from Chem LeCheminant, Charlie Yeates and Paul Krauss.

As your Chairman I have enjoyed their support and counted on their on-the-scene inspections, advice and test flying.

The Department of Transport has been very helpful and has acted quickly to keep us advised of requests for Flight Permits and Type Approvals and to straighten out minor difficulties with Regional Registration offices. The Chief Aeronautical Engineer's staff has indicated a continuing willingness to trust the S.A.C.'s technical judgment and we must be very careful to merit their respect.

Terry Beasley has been doing some work to have the gross weight without license endorsement increased, and there may be other members of the Committee who have something to add. I suggest that the President call upon them for comments.

- J. W. Ames -

An interesting discussion followed, concerning the 15M Phoebus, first imported by Shorty Boudreault. Shorty said that importing this machine had created problems. Only after mountains of paperwork was a type certificate granted. A point to be noted was that the D.O.T. do not accept the metric system. Terry Beasley said that in the case of the Blanik, when this was imported into Britain, the British Air Registration Board evaluated the machine and then validated the foreign C. of A. In Canada the D.O.T. leave it to the S.A.C. technical committee to give recommendations, but also to give proof of their judgement. The Phoebus was the first fibreglass sailplane to be imported, and therefore a great deal of documentation was necessary. He emphasized that when a person wanted to import a type of sailplane new to Canada, delays would be greatly reduced if the S.A.C. technical committee was informed as soon as possible, well before the sailplane was due to arrive in the country.

Shorty said that he was allowed to fly with a flight test permit, but Peter Timm's Phoebus was grounded until the type certificate had been granted.

On the question of compasses being mandatory in 2-22 gliders, Terry Beasley said that a ruling was expected soon to declare compasses unnecessary for these aircraft. With regard to a higher All Up Weight for sailplanes (specifically the 2-32) he said that he had been proposing a figure of 1500 lbs. Hank Janzen (R.G.C.) said the figure should be 2000 lbs. Chem LeCheminant thought there should be no limit.

ACCIDENTS COMMITTEE

Chem LeCheminant said that it's been an interesting year. Reports had been received from 18 Clubs. Eight Clubs had reported a total of 12 accidents. Chem said that a more precise definition should be laid down to describe a glider accident. An accident should be defined as any occurrence while a glider is flying or is occupied ready for flight, and if it resulted in damage costs of over \$100. or if the pilot was killed or was over 3 days in hospital. (By this definition there was one fatality during the year, in Calgary. Ed.)

We should have a standard reporting form similar to that used by I.C.A.O. Chem emphasized that the object of accident reports was to present the facts to all, so that similar mistakes could be avoided.

INSTRUCTORS COMMITTEE

During 1967, the value of Manuals, Hand-out Sheets, etc., sold amounted to \$272.00 compared to \$122.00 in 1966.

During the year additional instructors continued to purchase the Manual, and it became necessary to reproduce 150 copies of the first 55 pages, and 500 copies of the last 43 pages (the Student Hand-out Sheets). These latter became more expensive, and it is now necessary to charge 75¢ per copy, instead of 50¢.

Since a new flying season is rapidly approaching, this committee urges all Clubs to look over their stocks of Student Sheets to be sure of sufficient quantities on hand.

S.A.C. INSTRUCTOR CLASSIFICATIONS

During the year there were additional instructors classified. At present there are 66 Class I, 21 Class II and 45 Class III making a total of 132 Instructors in Canada.

It is pointed out again, that as instructors review their S.A.C. membership through their Clubs, their membership cards are stamped on the backs with instructor classifications, and also Official Observer information, as applicable. These S.A.C. Classifications by this Committee constitute an internal record, and in no way dispenses with the requirements of the Department of Transport regarding the licensing of glider pilot instructors.

D.O.T. GLIDER PILOT INSTRUCTOR REGULATIONS

This committee has been in correspondence with D.O.T. concerning letters of recommendations regarding issuance and renewal of Glider Pilot Instructor Ratings. The subject of the endorsement of an instructor's licence as an aerobatic flight instructor was also discussed. Both of these items are covered in more detail under item 11 of the Agenda, this afternoon.

S.A.C. INSTRUCTORS' SCHOOL

A Brief has been recently presented to National Advisory Council on Fitness and Amateur Sport asking for funds for two Annual Instructor Schools, one in the East and one in the West during the 1968-69 fiscal year, for the period April 1, 1968 to March 31, 1969. There will be more information on this under item 5, of the Agenda, this afternoon.

There has been no word back from the Advisory Council. In spite of this, it is planned to hold the Second Annual Instructors' School, at Pendleton Airport, during June, 1968 on a basis similar to last year, and this will be discussed in more detail, under item 10, of the Agenda, this afternoon.

S.S.A. REGION 3 INSTRUCTOR SYMPOSIUM

Your chairman represented S.A.C. while attending a very interesting Instructor Symposium at Elmira, New York, on November 25, 1967. Representatives from the FAA, AOPA, and various SSA Committee Chairmen took part in the program. Approximately 50 people attended which included the following: 26 instructors (5 were SSA Instructors and 3 Regional Instructor representatives from Regions I, III and IV, and 4 were FAA Examiners); 14 Clubs and 3 Commercial operators were represented. The meeting was divided into 2 sessions — the morning session had 6 speakers on Instructor Training and Revalidation, with a round table discussion led by B. S. Smith, Chairman of SSA Flight Training Committee, with the purpose of making recommendations to the SSA at its January 1968 meeting. The afternoon session covered the various phases of instruction and particularly covered the standardization and the FAA regulations.

S.A.C. INSTRUCTOR'S AWARD

As you know, this Award recognizes annually an instructor who is believed to have contributed

most to Canadian gliding during the year. In a large Club, an instructor may do a lot more instructing than some of his compatriots in the same Club, but his number of instructional flights may be considerably less than an instructor in a small club with fewer instructors. Other aspects of his contribution to his Club and S.A.C. are taken into consideration, and we believe that the method of evaluating nominees is equitable when applied to an instructor from a club of any size.

This year a total of 10 Clubs submitted nominations for the Award, and the Committee believes a very deserving instructor has been chosen for 1967, and the Award will be presented to him this evening.

- W. J. Piercy -

AIR CADET LIAISON

Chem LeCheminant said that in 1967 the Air Cadet League had received four 2-22's, of which three were at Penhold, Alberta, and one at Trenton, Ontario. The League was now attempting to find instructors from within their own ranks. There was to be a glider training course for power pilots at Penhold at Easter. The Air Cadet League had adopted the S.A.C. Instructor's Manual.

OFFICIAL OBSERVERS

John Soulsby (G.G.C.), who was in charge of applications in 1967, will be unable to continue this year. Official Observer Applications and requests for log books, instructor's manuals, and decals should be sent to S.A.C., P.O. Box 2006, Station D, Ottawa 4, Ontario.

RADIO COMMITTEE

John Firth said that only one item requiring special action had arisen during the past year. This was the warning in a D.O.T. pamphlet that the Canadian glider frequency of 123.1 Mc/s may be assigned to search and rescue operations to conform with international practice. Assurance was received from the D.O.T. frequency assignment department that at least six and probably twelve months warning will be given. A new glider frequency would be allocated, between 123.0 and 123.5, necessitating only the change of crystals. Agreement for licencing homebuilt sets has not yet been tested, partly owing to the difficulty of finding a licenced provincial engineer to spare the time for the necessary testing. John Johns had done very useful work in developing a printed circuit layout for both a receiver and a transmitter, constructed from low cost components, and which meets the required specifications. Performance is approximately like the PYE Bantam. The cost was about \$100. It was hoped to make the printed circuit boards and instructions available for a nominal charge. The growing number of sets will further increase channel usage this year. With increased D.O.T. interest in the use of this channel, we urge all pilots to obtain the restricted operators permit, and to impress on their crews the necessity for concise messages.

FREE FLIGHT

Bob Gairns said that eight issues had been sent out during the year. There could possibly have been another issue, but there are slack periods during the year, particularly during the winter, when not much is received from Clubs. As the newsletter is the official publication of the S.A.C., it is desirable to review its makeup at the annual meeting. Such questions as whether Free Flight has given S.A.C. members the information they wished to have or whether the format should be

changed should be asked. One problem on the publication was that the rough draft was normally sent to Ottawa for typing, and then went directly to the printer, so that the editor did not check the final copy. This has led to some errors in descriptions and in incorrect spelling of names. This could be overcome by having the editor and typist in the same city, and in that event, the time taken to reach the printer would be reduced. Requests from Paul Tingskou (W.G.C.) and Norm Tucker (G.G.C.) have been received for the publication of all Canadian records at the start of the flying season. (Current Canadian Soaring records appear with the F.A.I. awards report, on page 6, and additional copies will be sent to Clubs. Ed.)

The editor wished to record his grateful thanks for the newsletters sent in regularly from many clubs and from a number of individuals. Bob offered his services as editor for a further year, but stated that he would not stand in the way of anyone who wanted to take on the job.

METEOROLOGY

Doug McCormick (C.S.A.) sent in a letter to say that a form (S.A.C. form G.M.I.) had now been made up with the help of Dr. Sepp Froeschl of the Montreal Met. Office. (Dr. Froeschl was the Meteorologist at the Instructors School and was at the National Contest also.) This form would be distributed to all Met. Offices in Canada, so that sailplane pilots could refer to it when asking for weather information. Approval has yet to be obtained from D.O.T.

AFTERNOON SESSION — President's Report

The year 1967 has been a memorable year in Canada in many respects - Centennial celebrations, Expo 67 and a 40% increase in membership in Soaring Association of Canada in this twenty-third year since its incorporation. At year end, the number in the Association stood at 860 members, and this compares very favourably with a total of approximately 8,500 for The Soaring Society of America, which also had a large membership increase during 1967.

Three major factors seemed to contribute to this membership increase in North America; the January, 1967 issue of National Geographic Magazine, the Walt Disney TV film on gliding and the Reader's Digest Article. Be that as it may, it appears that the growth tendency, which I mentioned in this Report at last year's A.G.M., is upon us and the curve is continuing in an upward direction, as shown by the fact that the total 1968 registration to today's date stands at 495 compared to 391 for the same period last year.

This growth will tend to accentuate some of our problems, particularly in two areas - the lack of sufficient instructors to adequately train the influx of new Club members, and the lack of a sufficient number of dedicated volunteer workers to carry out the very large amount of duties within the Association.

The instructor problem has already been mentioned, and will be further mentioned this afternoon. In this regard, a second Commercial gliding training operation in Canada is being organized, and later today we will entertain a motion to have these Commercial organizations become members of the Association. It is in this Commercial area that I believe we must look in the future to satisfy the increasing demand for the training of both instructors and students.

In a rapidly growing organization, such as this Association, it becomes more and more necessary to elect dedicated officers and committee members, who are willing to voluntarily contribute sufficient time and energy so it will continue to expand in an efficient and orderly manner. During the past year, we have been very fortunate in having a number of such individuals, and,

on behalf of the Association, I wish to express my deep appreciation to them for a job well done. We must not rest upon our laurels, however, and Clubs should keep this in mind while seeking out suitable Director candidates for nomination and election to represent them in the respective Zones. The membership expansion, although rapid, is only about one-half way to the mark, which will justify paid executive full-time help. In the interim, we must keep the Association in a dynamic position by having good people at the helm.

May I close on a personal note. I have enjoyed the past two years in this office, although at times the work seemed pressing and the task all but insurmountable. I am planning to step aside, as President, but will continue in office in the capacity of Past-President and Director for another year. I wish that my successor will have as much support of the Directors, as I have enjoyed during my time in office. I also wish the Association a continuing healthy growth in the coming year and for many years to come.

- W. J. Piercy -

DISCUSSION PERIOD

AIR CADET LEAGUE

Adding to the morning report, Julien Audette mentioned that the Regina Club had trained three cadets to licence standard last year, and in the Fall had started training nine air cadet officers to licence standard. This Club had undertaken to train a further twelve air cadet officers up to licence standard. The Saskatchewan Air Cadet League had purchased a 2-22 trainer. Chem said that there had been a change of views within the air cadet movement over the last few years, and that training of cadets in gliding was now official policy. Bob Gairns said that M.S.C. had made a proposal to train air cadets to licence standard during six weeks in July and August. John Bisscheroux (M.S.C.) said that the matter was still under review by the Air Cadet League, and no definite reply had been received.

ADDITIONAL MEMBER CLUBS

In late 1967 and early 1968, two new Clubs have been added — Kamloops Soaring Club, Box 699, Kamloops, B.C., and Erin Soaring Society, R.R. 2, Erin, Ontario. Two Commercial Schools are planning to join the Association — Pioneer Soaring, R.R. 2, Tottenham, Ontario, and Skyway Air Services, Abbotsford, B.C. In Sherbrooke, Quebec, a Dr. Seufert is organizing a new Club.

1968 NATIONAL CHAMPIONSHIPS

Although Red Deer had volunteered to be host for a National Contest, Walter Piercy said that the tradition had been that the contest be held in the East for two years, and the next years in the West. John Shantz of S.O.S.A. said his club would be willing to hold the 1968 Competition at Rockton, but felt that only about 20 contestants could be handled due to the small size of the field. It was pointed out that only 17 pilots were at Hawkesbury in 1967 and also only 17 at Pendleton in 1965. S.O.S.A. then undertook to be host for this year, with the probably time being the end of July. Wolf Mix said that, if necessary, a qualification limitation might have to be imposed. Chem LeCheminant said that the last applicants could also be deleted.

1969 NATIONAL CHAMPIONSHIP

A submission from Red Deer, Calgary, and Edmonton had been received, to hold the Championship at C.F.B. Penhold if available, or failing this, at Innisfail, Alberta. These Clubs were prepared to set a date suitable for most pilots. Accommodation was said to be readily available and there were unlimited possibilities for flights to the South and East.

Both these offers, for the 1968 and 1969 Contests, were accepted. The 1968 meet limitations were to be worked out by the S.A.C. Contest Committee and S.O.S.A., and the 1969 meet to be subject to acceptance by the S.A.C. Contest Committee.

PHYSICAL FITNESS and AMATEUR SPORT

The Federal Government has now agreed, as per a listing of sports governing bodies in the publication "A Program for Everyone", that soaring is a Sport. Walter Piercy said the publication hinted that funds might be granted for training and also National and International Meets.

A formal application has been submitted to the National Advisory Council on Fitness and Amateur Sport, for funds to help pay expenses of an International Team to an International Meet every second year. At the same time, funds were requested during the fiscal 1968-69 year, of the Ontario and Saskatchewan Provincial Bodies, for the holding of an Instructors' School in each of these provinces.

AVIATION COUNCILS

A proposed new Quebec Aviation Council had asked S.A.C. to appoint a representative. Claude Rousseau (Q.S.C.) had agreed to take on this job. It was felt that representatives should be rotated every two years. The object of the aviation Councils was to coordinate aviation activities in a province. Julien Audette proposed that the new directors appoint representatives as they thought fit. He suggested that they take a close look at the fee required by the Councils. This proposal was carried.

SCORING FOR B.A.I.C. and CANADAIR TROPHIES

Paul Tingskou (W.G.C.) had put forward a proposal that the only flights that will be considered for scoring for the B.A.I.C. and Canadair Trophies will be those of which basic details are submitted to S.A.C. within 14 days of their completion.

The idea behind the proposal was that news of the flights could be published soon after their completion, so that other contending pilots would know what the competition was up to. This motion was proposed by Julien Audette, seconded by Chem, and was carried. Wolf Mix said that no barograph record was required for these trophies; all that was necessary was a statement of the distance and location.

COMMERCIAL SCHOOLS

The proposal that commercial glider schools be accepted as corporate members of S.A.C. on payment of \$25.00 per year was put forward by Walter Piercy, seconded by Chas. Yeates and carried.

By payment of this annual fee, the School will receive one annual subscription to "Soaring" magazine, and it will allow the enrollment of an Official Observer. If a current student of the School, or a member of the Staff, wishes to join S.A.C. he will be accepted for same fee as a present Club Affiliated Member.

REVIEW OF A, B and C BADGES

The proposals put forward in the February 1968 issue of Free Flight were accepted, except that the reference to a cross-country demonstration in a two seat sailplane was deleted. These proposals reinstated the A and B badges, to stimulate interest amongst new pilots. This will mean that extra badges will be required. Norm Dyck suggested that these badges should be handled at club level. In answer to Dave Webb, Chas. Yeates said that only the badges of Silver C and above were international. Wolf Mix, and Bob Pirie (Y.S.A.) suggested that there was a gap between the C and Silver C awards. It was suggested that A and B badges be approved at the discretion of Club C.I.I's. Walter Piercy said S.A.C. would purchase A and B badges.

INSTRUCTORS' SCHOOL SUBSIDY

The proposal to grant \$350. towards air time for the second Annual Instructors' School, in 1968, was accepted. The School will be held at Pendleton, the Gatineau Club base, starting June 2nd, for 7 days. The School can cater for 10 to 12 instructors. All those interested should get in touch with Walter Piercy at 184 Churchill Crescent, Kingston, Ontario

D.O.T. REGULATIONS FOR INSTRUCTORS

Consideration had been given by the Directors to the requirements necessary for an aerobatic endorsement to the Instructor's rating. After discussion, which reviewed the Power Licence Aerobatic Endorsement, the following was accepted for the Glider Instructor Licence Endorsement "The Instructor should have: (a) Twice the experience of an S.A.C. Class I Instructor, and (b) Passed an Aerobatic Sequence Flight Test Programme submitted by S.A.C. or D.O.T."

The above was submitted as a proposal to D.O.T. along with a proposal that D.O.T. accept a letter of recommendation ONLY from a C.F.I. or S.A.C. Instructors' Committee. This was evidently misintrepreted by D.O.T. that S.A.C. was asking for the exclusive right to approve pilots to become instructors or to approve renewals. The letter from D.O.T. explained that a D.O.T. memo would soon be issued on this to clarify the situation.

In the discussion it was explained that the present regulations allow any instructor to recommend any pilot as an instructor, and our letter to D.O.T., above, was to attempt to correct this situation. It was, and is, a Club's prerogative to refuse to accept an instructor even if he were accepted by D.O.T. on the recommendation of an instructor, as now, or a C.F.I., or Instructors' Committee, as proposed. It was felt that the right of the individual must be protected and there was general agreement for this view.

INTERNATIONAL TEAM AND WORLD CONTEST FUND RAFFLE

On the team draw, Walter Piercy said that the pilots selected had had offers to crew for them made by persons prepared to go at their own expense. There would therefore be only one opening for the crew draw. The subsequent winner was to be selected from: (1) Willi Krug, S.O.S.A.; (2) Vic Shobridge, V.S.A.; (3) Bill Roach, M.S.C.

At the time of writing, Willi Krug has indicated that he does not wish to go. Vic Shobridge has the next choice. The person who will travel as part of the team will receive financial assistance on the same basis as other team members, who still have to pay a certain amount themselves. The team will consist of T. R. Beasley, team captain; C. Yeates, D. Webb, W. Mix, pilots; Peggy Yeates, John Pomietlarz, Al Pow, R. Gairns and Vic Shobridge, crew. C. Yeates will fly a Cirrus, D. Webb a BS-1B, W. Mix an Edelweiss.

RAFFLE PRIZEWINNERS

Eastern:	No. 38830	Mr. H. Kanda, Toronto	Colour T.V.
	No. 30417	Mr. J. Janzen, Kingston	AM-FM Radio
	No. 37799	Miss H. Reid, Montreal	\$50.00
	No. 45128	Mr. R. Gohs, Kitchener	\$50.00
Western:	No. 4408	Mr. A. H. Jensen, Pense, Saskatchewan	Colour T.V.
	No. 31741	Miss S. A. Gillis, Winnipeg	AM-FM Radio
	No. 35954	Miss G. MacMillan, Winnipeg	\$50.00
	No. 48251	Mr. C. W. Paterson, Keewatin, Ontario	\$50.00

OTHER PROPOSALS

John Firth proposed that the National Contest rules be amended to remove the mandatory free distance task. Dave Webb asked if John would accept "a cats cradle" task instead. John Firth agreed. Terry Beasley said that the National Contest rules should follow the International Rules. It was therefore agreed that the mandatory tasks for the Canadian National Contest should be the same as the mandatory tasks in the F.A.I. rules.

Box Pirie (Y.S.A.) proposed that the F.A.I. Awards Committee consider instigation of a bronze C badge, to be intermediate between the C and Silver C badges. Don Wood seconded this, and the proposal was carried.

The motion, "It is moved that proposals by clubs to host the Canadian National Championships be accepted at the A.G.M. for the following, rather than the current year" was carried. A proposal to have the annual bank interest on current S.A.C. funds, up to a maximum of \$300. annually, set aside to help provide equipment for the pilots of the Canadian International Team, was carried.

Glen Lockhard asked that a study be made on handicapping sailplanes in National Contests. Dave Webb proposed that the Contest Committee look into some method of encouraging lower performance gliders to take part in the National Competition. Gordie Hicks said this might take the form of a prize for a machine with an L/D of under 27/1, for example. Julien Audette, seconded by Terry Beasley, proposed the amendment that the encouragement must not include a handicapping system. Wolf Mix said that, for speed tasks, the scoring would be distorted unless handicapping was used. The amended proposal was carried.

Bob Pirie suggested that there was a need for a public relations man in the association. Walter Piercy said that the directors would call on him for assistance.

Terry Beasley asked that a special vote of thanks be given to Walter Piercy for his two years of hard work for the Association, especially for the idea of raffle tickets. (The total sum collected amounts to about \$4,000. - Ed.)

ELECTION OF DIRECTORS

All Zone Directors had been elected except for the Quebec and Maritimes Zone. Nominations from some Clubs had not been sent in by December 31, 1967 as required, so that this Zone lost its exclusive right to vote for the man of their choice. All Zones were thus eligible to vote. Paul Thomsen (Q.S.C.) was elected as Quebec and Maritimes Zone Director. For the Directors-at-Large, only two names were put forward, so these two persons were automatically elected. The list of S.A.C. Directors is:-

Pacific Zone	Peter Timm	V.S.A.
Prairie Zone	Norm Dyck	W.G.C.
Ontario Zone	Hank Janzen	R.G.C.
Quebec & Maritimes Zone	Paul Thomsen	Q.S.C.
Director-At-Large	Frank Holman	R.D.S.A.
	Terry Beasley	M.S.C.

Norm Dyck was elected by the new directors, as President and Paul Thomsen was elected Vice-President.

Paul Schweizer was asked to say a few words about the direction of the Soaring movement in the United States. As in Canada, he said, there had been a big expansion in members, and this had began to create a problem, and the number of entrants for a competition had now to be limited. At the 1968 Nationals, for instance, there was to be a limit of 60, plus 5 non-U.S. pilots. The contest would be held at Elmira this year, from July 2nd to 12th. More people broadened the base, but there was still only room for the same number at the top.

EVENING SESSION

The day was rounded off by a dinner, followed by the presentation of prizes.

B.A.I.C. Trophy, for the year's best flight, was won by Dave Webb, for his 280 mile out and return flight.

Canadair Trophy, for the five best flights, went to John Firth.

Shell Trophy, for the National Contest Winner, to Charlie Yeates.

Hawkesbury Chamber of Commerce Trophy, for National Contest Runner-Up, went to Dave Webb.

S.O.S.A. Novice Trophy, for best performance of a first-time competition at the National Contest, to Dunc Laurin (M.S.C.)

O'Keefe Trophy, for best Team Entry at the National Contest, to Jack McGonigle and George Nash of the Cumberland, Maryland, Club, U.S.A. Jack was on hand to receive the Trophy.

Roden Trophy, for best utilization of Club equipment, to the Red Deer Soaring Association. Mr. Roden, Queen's University and donor of the Trophy, was there to present this Trophy.

Instructor's Trophy for most contribution by an Instructor, to John Agnew.

Dow Trophies for best speed triangle, Charlie Yeates, for best speed to goal, Dave Webb.

Ball and Chain Trophy for significant performance by a married pilot, to Walter Piercy.

The after dinner speaker was Major John Webster of R.M.C., Kingston, who gave a fascinating talk about the Gemini Programme and Space Flight. Following the talk, a colour film sponsored by the Schweizer Company was shown. To those who had not flown for some time, the shots of summer clouds and blue skies were tantalizing. The National Film Board's "Art" film on flight, taken at Hawkesbury and in Alberta, wound up a pleasant evening. The Rideau Club deserve thanks for the choice of a comfortable meeting place and for a well organized programme.

LATE NEWS, 1968 NATIONAL CONTEST

John Shantz, President of S.O.S.A., has announced that the 1968 Contest will be held at Rocton, Ontario, from July 23rd to August 1st, inclusive. The minimum requirement will be a Silver C Badge. It is not considered necessary to limit the number of contestants. The entry fee will be \$25.

A charge of \$4.00 will be made for tows to 2,000 feet. Participating gliders must carry public liability and property damage insurance.

SASKATOON SOARING CLUB

This last spring, the Saskatoon Soaring Club decided to insure the club's K-7 for all flight hazards as well as trailering, etc.

We bought insurance locally at an exorbitant rate (20% with a 20% deductible). A letter was written to the British Gliding Association to see if we could insure with a British Company at a lower rate. The BGA sent us the names of two companies which they recommended. Both these companies quoted us substantially lower rates (circa 10% with a deductible of about \$100.00). These low rates are for a club glider used for training ab initio students.

If the availability of this insurance is not generally known, it might be worthwhile bringing it to the attention of Canadian clubs and private owners. One would expect both these companies to be reputable - one of them is insurer for the BGA. Both companies have agents in Canada and their address can be obtained by writing to the Saskatoon Soaring Club.

Finally, we are somewhat disturbed that the SAC has never investigated insurance rates in Canada (or, if they have, we haven't heard about it). Insurance is a topic which must always come up in every club. Most clubs do not insure their equipment because they can't afford it yet the penalties for not having insurance may be entirely too high. Surely the SAC should at least tell clubs what insurance rates are available, and where reasonable insurance may be obtained.

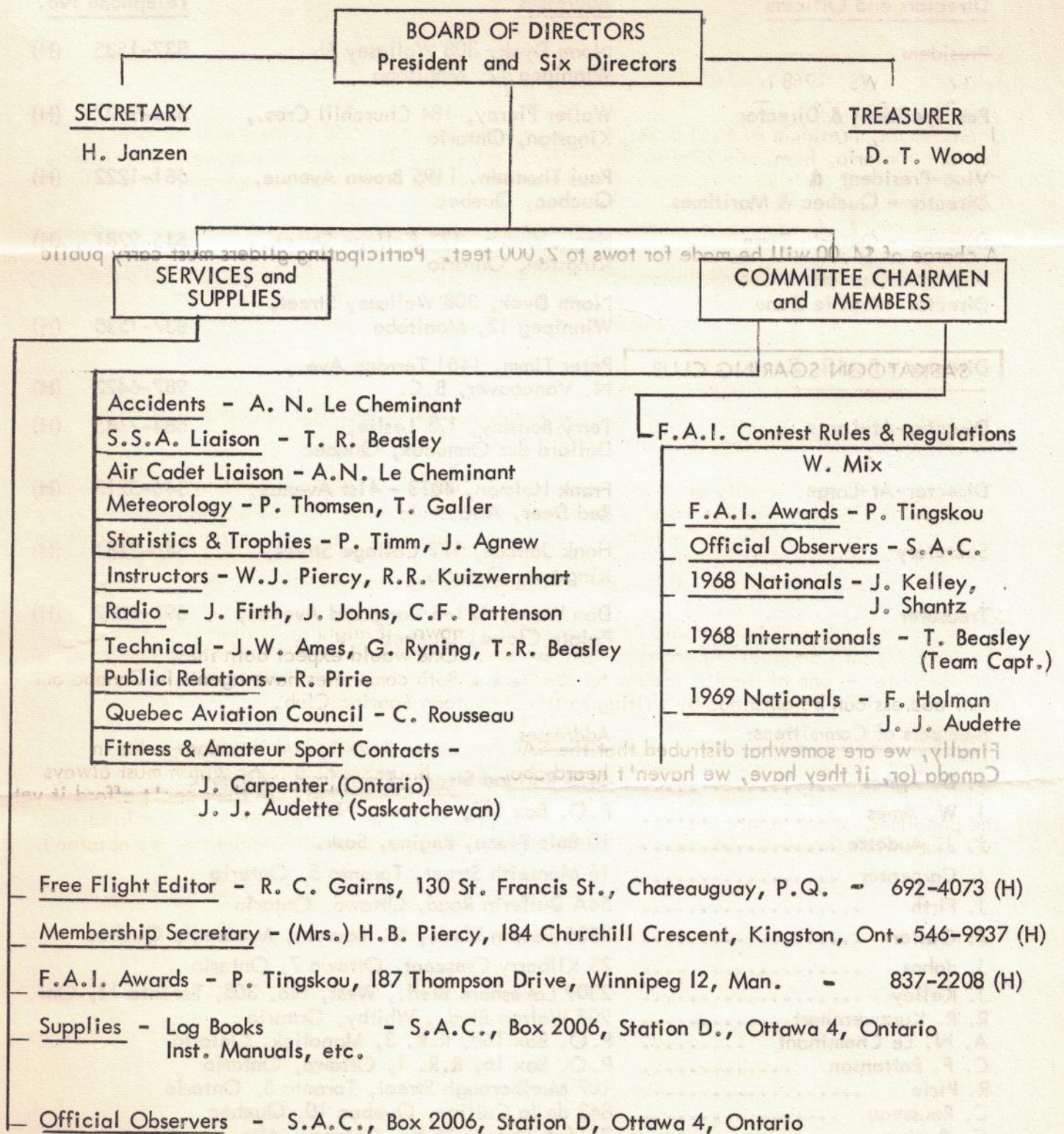
- J. Koehler -
P.O. Box 1704,
Saskatoon, Sask.

DIRECTORS RESPONSIBILITIES

At a Directors Meeting following the A.G.M., the responsibilities for various duties were allocated: these are shown on the Organization Chart.

SOARING ASSOCIATION OF CANADA

ORGANIZATION - 1968



SOARING ASSOCIATION OF CANADA

ORGANIZATION - 1968

<u>Directors and Officers</u>	<u>Addresses</u>	<u>Telephone No.</u>
President	Norm Dyck, 308 Wallasey St., Winnipeg 12, Manitoba	837-1535 (H)
Past President & Director	Walter Piercy, 184 Churchill Cres., Kingston, Ontario	546-9937 (H)
Vice-President & Director - Quebec & Maritimes	Paul Thomsen, 1195 Brown Avenue, Quebec, Quebec	681-1222 (H)
Director - Ontario Zone	Hank Janzen, 172 College Street, Kingston, Ontario	546-9281 (H)
Director - Prairie Zone	Norm Dyck, 308 Wallasey Street, Winnipeg 12, Manitoba	837-1535 (H)
Director - Pacific Zone	Peter Timm, 1461 Terrace Ave., N. Vancouver, B.C.	987-6422 (H)
Director-At-Large	Terry Beasley, 173 Leslie, Dollard des Ormeaux, Quebec	684-7145 (H)
Director-At-Large	Frank Holman, 4013 - 41st Avenue, Red Deer, Alta.	346-5213 (H)
Secretary	Hank Janzen, 172 College Street, Kingston, Ontario	546-9281 (H)
Treasurer	Don Wood, 121-6 Vanguard Avenue, Pointe Claire, Quebec	697-1082 (H)

* * *

<u>Members of Committees:</u>	<u>Addresses</u>
J. D. Agnes	4475 Rolland Street, Pierrefonds, Quebec
J. W. Ames	P.O. Box 130, Trenton, N.S.
J. J. Audette	10 Bole Place, Regina, Sask.
J. Carpenter	16 Monteith Street, Toronto 5, Ontario
J. Firth	54A Dufferin Road, Ottawa, Ontario
T. Galler	3525 Toupin Blvd., St. Laurent, Montreal, Quebec
J. Johns	25 Kilbarry Crescent, Ottawa 7, Ontario
J. Kelley	2309 Lakeshore Blvd., West, No. 305, Toronto 14, Ont.
R. R. Kurzwernhart	907 Walton Blvd., Whitby, Ontario
A. N. Le Cheminant	P.O. Box 168, R.R. 3, Manotick, Ontario
C. F. Pattenson	P.O. Box 16, R.R. 1, Ottawa, Ontario
R. Pirie	107 Marlborough Street, Toronto 5, Ontario
C. Rousseau	843 de la Culline, Quebec 10, Quebec
G. Ryning	2116-6 Street, N.E., Calgary, Alta.
J. E. Shantz	66 Broadway Avenue, No. 1510, Toronto 12, Ontario

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FOR SALE

Standard Austria CF-PDM, without instruments, \$5,000.00. An all metal enclosed trailer with all fittings for this aircraft is available at \$500.00. Contact: Willi Delevrant, 6 Ferris Crescent, Toronto 16, Ontario

HP-11A, fully equipped, radios, electric variometer, parachute, barograph, oxygen, enclosed trailer, complete set of plans - \$7,200.00. Contact: George Redzich, 1506 Jackson Ave., Saskatoon, Sask.

Bergfalke II with instruments (front seat) - \$3,000.00. No major damage, nose and C.G. release, new skid and shock absorber. C of A til July, 1968. Instruments are sensitive altimeter, dial type. Sensitive variometer, ball indicator, compass, clock, A.S.I.

Skylark III B - CF-ZDH with covered trailer, no instruments. Contact: Norm Tucker, 786 Chapman Blvd., Ottawa 8, Ontario.

Ka-8 Kit built, two years old, with parachute and open trailer with tarpaulin cover. Licenced until July 1968. Price, without instruments, \$3,500.00. Contact: J. Mandla, 3320 Beauclerk, Montreal, Quebec. Telephone 514-256-2125.

Skylark III D - CF-ZCW with C. of A. Flying with S.O.S.A. All usual instruments; three variometers, normalain oxygen, electric artificial horizon and turn and bank, aluminum covered fully enclosed trailer - \$4,000.00 the lot. Ready to fly the day you buy. Will deliver within 500 miles. Contact: G. Oates, Apt. 605, 327 Dixon Road, Weston, Ontario OR D. Ballinger, P.O. Box 114, Vineland, Ontario.

Ka 8B - CF-ROP - Factory built, all white, red tips, 214 hours. Two diamonds for the owners - see also 1966 Canadian Nationals. With steel - Aluminum closed trailer, no instruments - \$4,200.00 total. Contact: Pete Trounce, 55 Eastbourne Avenue, Beaconsfield, Quebec. Telephone 514-695-1650.

Diamants - now being produced at four per month. Four or five 18 M models will compete in the World Contest. Deliveries are available this Fall. For information, write George Adams and Partners, 292 Westgate Drive, Rosemere, Quebec.

Skylark IV - Excellent condition, twice winner of Canadian Nationals. Holder of Canadian Distance Record. Earned 4 diamonds. With enclosed trailer, with or without instruments and oxygen. Partner wanted Montreal or Vancouver area or will sell complete. Contact: W. Jonah, 8 Brock Avenue, South, Montreal, Quebec or M. Maskell, 245 Remembrance Road, Rosemere, Quebec.

CLUB NEWS

Due to the length of the Annual Meeting Report, this is held over until the next issue.

- Editor - Bob Gairns -

