

JUL AUG 75



Free Flight

official publication of
SOARING ASSOCIATION OF CANADA

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Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

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The OKANAGAN SOARING CLUB has been added to the list of SAC member clubs. This new club was recently formed and will be operating at Kelowna with a Ka-7 and a 1-19. Anyone interested in this new operation should contact the club secretary, Don McClement, 2011 St. Andrews Dr., Kelowna. (604) 763-6635.

* * *

JOHN FIRTH of BUCKINGHAM GLIDING CLUB has claimed a new record for the 100 km Triangle of 104 km/h. This Territorial record flight was made May 4th in an HP-11.

On the following weekend John flew from Gananoque to Young's Point bridge and back for a total distance of 318 km.

* * *

The sketch of the Schleicher ASK-13 on page 7 is from the cover of a recent issue of THE GATINEAU GLIDER, the publication for the members of the Gatineau Gliding Club. The editor, Jim Baxter, is also an artist with some talent that appears in their club newsletter regularly.

The article "THE FLAT THERMAL" also appeared in THE GATINEAU GLIDER recently. The article and diagrams of this are by Gatineau member Maurice Aubut.

* * *

The Western Canada S.A.C. Instructor's Course will be held at Winnipeg on September 14 to 20th. For complete details of this year's course see page 21. Letters have already gone to club Presidents or CFI's but if you are interested and applications are still available contact Ian Oldaker immediately.

The cover picture and the photos on pages 8 - 11 were taken last year in connection with publicity for the Canadian International Air Show. The shots include the Toronto skyline, the CN Tower, Ontario Place and the grounds of the Canadian National Exhibition where the Air Show is held.

If you have photos suitable for covers of future issues of FREE FLIGHT, please send a 8" x 10" glossy print to the editor; include full details and a return address so that your photo may be returned.

* * *

In 1974 only three pilots in Canada submitted claims for the BAIC, Canadair and "200" Trophies. Steve Simon won the BAIC and "200" trophies; his 520 km O & R flight of July 21st made it very difficult for anyone else to catch him. John Firth took the Canadair Trophy with five flights of 210 km, 247 km, 307 km, 310 km and 409 km. The points system rules and flight report claims form are on pages 23 and 24.

Send your claims to:

Tony Sawatsky,
Box 137,
Pinawa, Manitoba,
R0E 1L0

Maybe your name can be inscribed on one of these trophies for 1975!

* * *

The 1976 ANNUAL GENERAL MEETING of S. A. C. will be held in Ottawa, Saturday, March 13th. The meeting will be held at the Carleton Towers Hotel, 150 Albert Street and arrangements have been made to hold a block of rooms at the Carleton Towers for delegates attending the AGM. Reservations should be in by February 28th.

The Flat Thermal

article and diagrams by Maurice Aubut

Because I couldn't centre a thermal that was extremely interesting on my variometer, I blamed it on my inexperience and bad handling of the glider. I almost landed out a Blanik in a field near Hawksbury trying to centre the damn thing. Back on the ground, I wanted to kick myself for not being able to stay up, while everybody was having a good ole time at six thousand feet.

The thermal I tried to centre unsuccessfully that day, and lost over one thousand feet in the process, was not a conventional type of thermal. At Pendleton, I flew though the same type of thermal in a Ka-6. The Ka-6 is smaller and more sensitive to thermodynamics than the 1200 pound Blanik and this time I had sufficient altitude to experiment.

Below are a few basic observations, which make me assume that this type of thermal is longitudinally flat. I stand to be corrected, with pleasure, on the following theory.

PHYSICAL CHARACTERISTICS

The longitudinal axis of the thermal could possibly resemble that of an elongated ellipse. The effective lift generated by such a thermal (longitudinal axis) could vary from one to several miles. On the other hand, the lateral axis is extremely narrow, therefore producing a flat vertical column of rising air. (See figure 1)

The rate and strength of the rising air is felt on the seat of the pants by the pilot when the glider flies (perhaps by luck) directly through the central core. The variometer needle will quickly indicate 4, 5, 6 hundred feet per minute up, then, just as quickly; 3, 2, 1 hundred feet per minute down, rather than a gradual and even change in atmospheric pressure. Also, strong lift is encountered at approximately 90 and 270 degrees indicated on the compass heading. In retrospect, strong downdraughts are encountered at approximately 180 and 360 degrees, therefore indicating that there could possibly be a narrow lateral axis and an extended longitudinal axis.

SOARING TECHNIQUE

Naturally such a thermal should not be by-passed without trying to centre it. But when a search and centering is attempted, the fabulous thermal is lost. Conventional centering, that is, circling; can not effectively be utilized for maximum height gain. A long holding pattern, such as used by powered aircraft over an omni beacon, with each pass being executed as close as possible to the central core of the thermal.

An electric variometer is a real asset in this type of thermal. It will indicate instantaneous changes in atmospheric pressure and all necessary corrections in heading can be

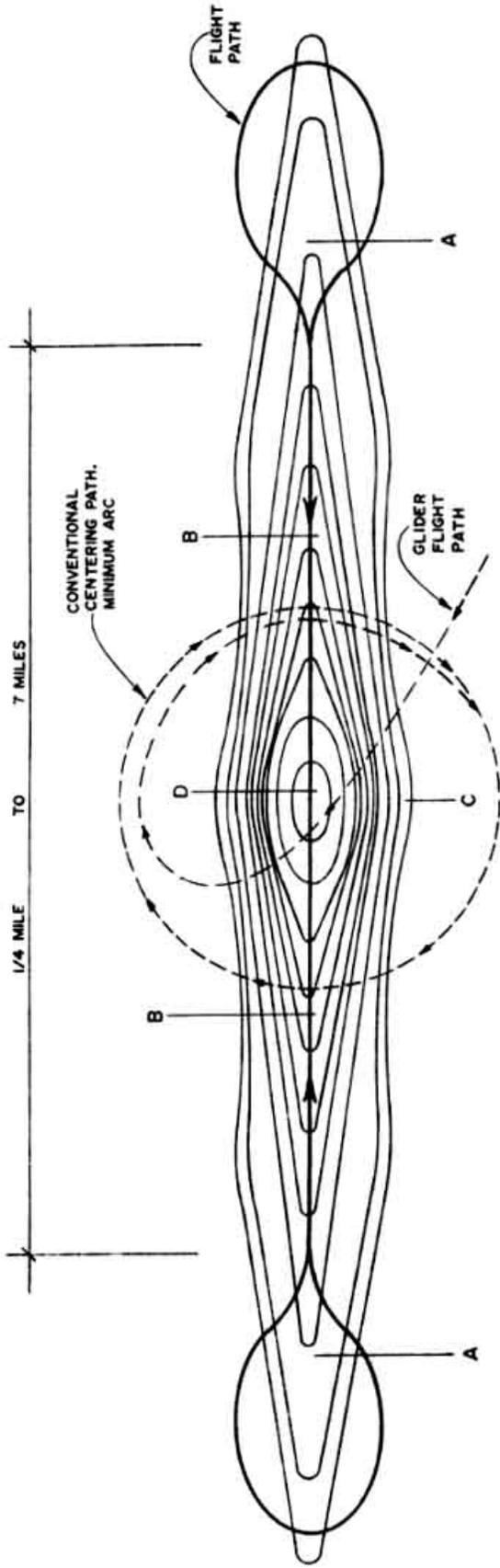


FIGURE 1 : FLAT VERTICAL THERMAL
N.T.S.

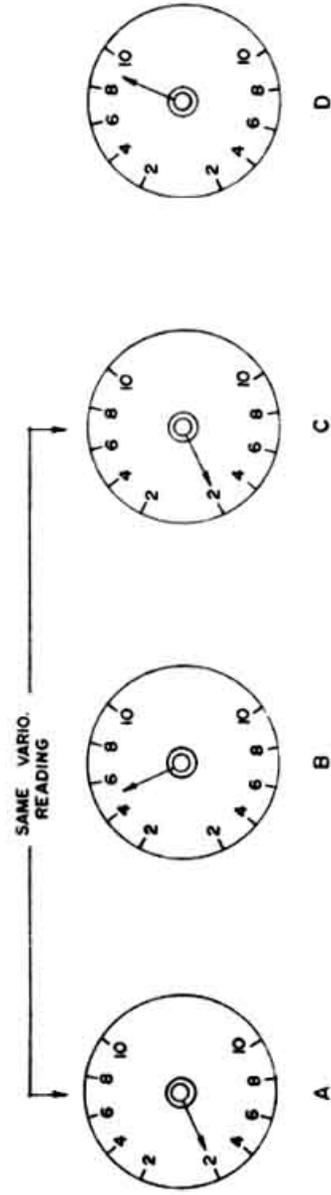


FIGURE 2 : VARIOMETER READINGS
N.T.S.

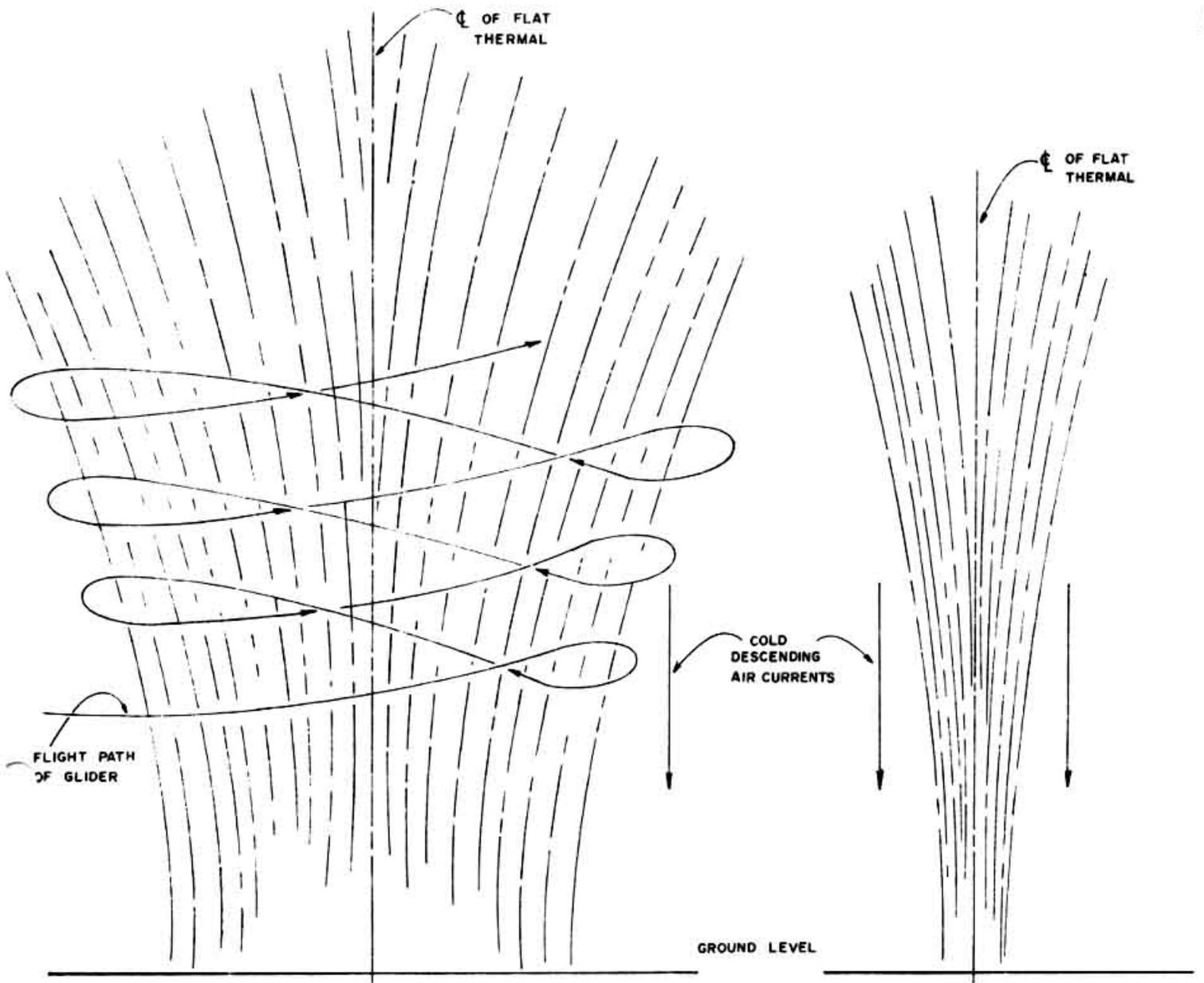


FIGURE 3A: CLIMB PATTERN (LONGITUDINAL VIEW)
N.T.S.

FIGURE 3B: FLAT THERMAL -(LATERAL VIEW)
N.T.S.

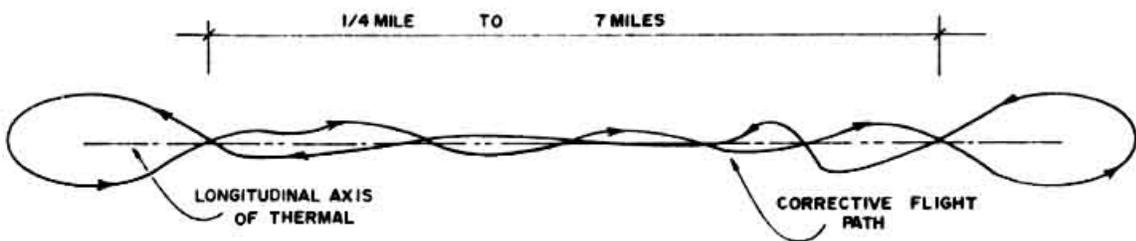


FIGURE 4: CORRECTIVE CENTERING
N.T.S.

rectified, either by visual landmarks or on the compass heading. The glider will fly in the strongest region of the lift, which is almost in a straight line, but not necessarily the same compass heading each time a pass is effected.

Height loss because of steep turns at the end of the elongated thermal (see figures) is justified, if the thermal is strong, by the height recovered and gained when the glider is flown at an attitude close to stall speed all along the length of the central core.

The variometer needle will indicate a steady decrease in lift when the approximate end of the lift is reached. Therefore, giving the pilot sufficient warning so he can begin a shallow turn to the left, then a steep turn to the right until the glider is returned 360° back into the core of the thermal. Returning to the central core of the thermal may demand full concentration and a watchful eye on the variometer, at the same time, constantly making minor corrections in heading (see figure 4).

OBSERVATIONS

This type of thermal is not ridge lift, a cloud street, a frontal street nor the edge of a cumulus cloud producing lift, although it

has the same effects as all of these. Perhaps the lift from this thermal is produced by a long and narrow field or two long adjacent fields or again from a small ridge, undetectable by the naked eye in the topography of the land, that is still being heated by the sun late in the day, while surrounding surfaces are rapidly being cooled.

On another occasion, near Bourget, I was able to soar from a man-made grass fire, the front line of the burning fires were almost a mile long and more or less in a straight line. Conditions were the same as previously encountered with the flat thermal. The technique, as described above, was tried unsuccessfully - the glider did not gain or lose altitude.

REQUEST FOR YOUR HELP

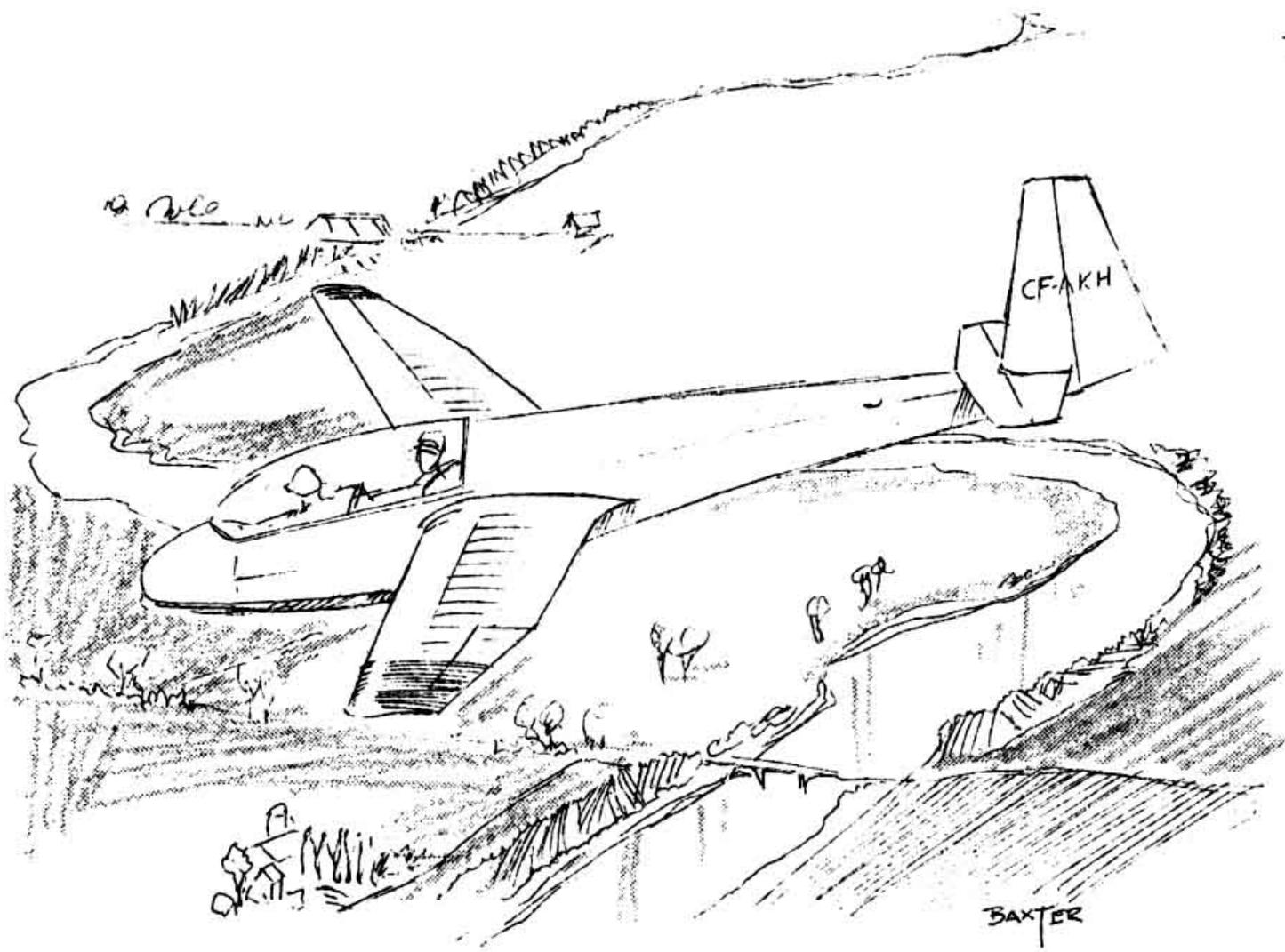
If you have encountered a thermal or anything which resembles the flat thermal, as described here, please send details to Maurice Aubut, care of Gatineau Gliding Club, Box 883, Station B, Ottawa, Ontario, K1P 5P9.

Reprinted from THE GATINEAU GLIDER

* * * * *

DON'T BE A MoT STATISTIC!

040044 Aircraft Type: Schweizer SGU2-22CK Landplane fixed-wing glider **Reg:** CF-OZS
Date/Time: 19May74 1549 EST **Operation:** Private - training **Damage:** Substantial
Place: 44/16N 79/55W Borden, Ont.
Locale: Soil clearing 600 by 600, 730 asl
Weather: Sky clear, vis 15, temp 63, wind NE 10
Pilot: Private **Total Hours:** 69 **All:** 4 **On Type Last 90 Days:** 1 **All:** 1 **On Type**
Casualties: Crew: 1 minor
Description of Occurrence: While searching for thermals the aircraft strayed away from its landing area and was damaged landing in a field scattered with stumps.



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Air Show

'Silent Man'

A fifty year old Toronto real estate broker will be the "silent man" at several eastern Canadian air shows again this year. Oscar Boesch, a member of Air Sailing Club will be flying his ASW-15 this season in front of several hundred thousand spectators at Hamilton, Brampton, Collingwood and the International Air Show at Toronto.

PHOTOS BY BORIS SPREMO

Oscar flew nine performances at four different shows last year and the crowds of spectators were impressed with the glider's silent speed and grace after the jet and prop noise of the other air show aircraft. To background music of "Born Free", Oscar put his ship through loops, rolls, inverted flight, cuban eights and a final pass at 250 km/h at 10 feet.

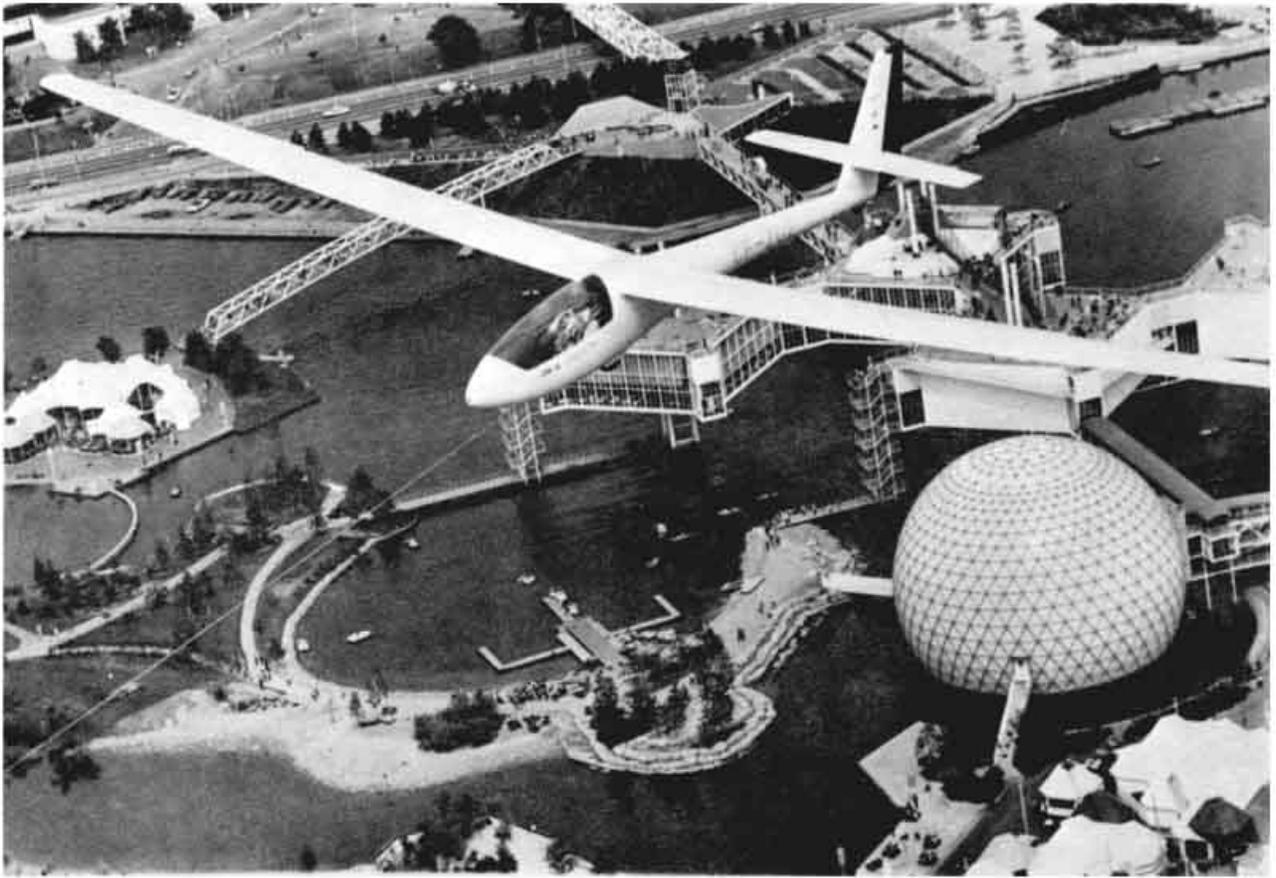
Starting at 15 in his native Austria, Oscar has flown over 50 types of gliders, single and multi engine land and sea planes. He has logged over 1300 hours in gliders and 2500 hours in powered flight and holds Canadian Diamond #20.

In 1952 he emigrated to Toronto from Austria with his wife and young son. The family became Canadian citizens five years later and two daughters have been added in the ensuing years.

Oscar is quiet spoken but his voice has a ring of sincere enthusiasm when he talks of gliding. He believes his "show" brings the thrill of glider flying to more people than any other exposure and some newcomers to the soaring scene have been stimulated by watching the "silent man" perform.



OSCAR BOESCH





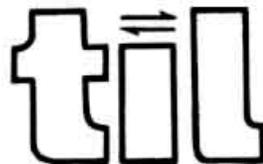


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Cross Wind

by Terry Beasley

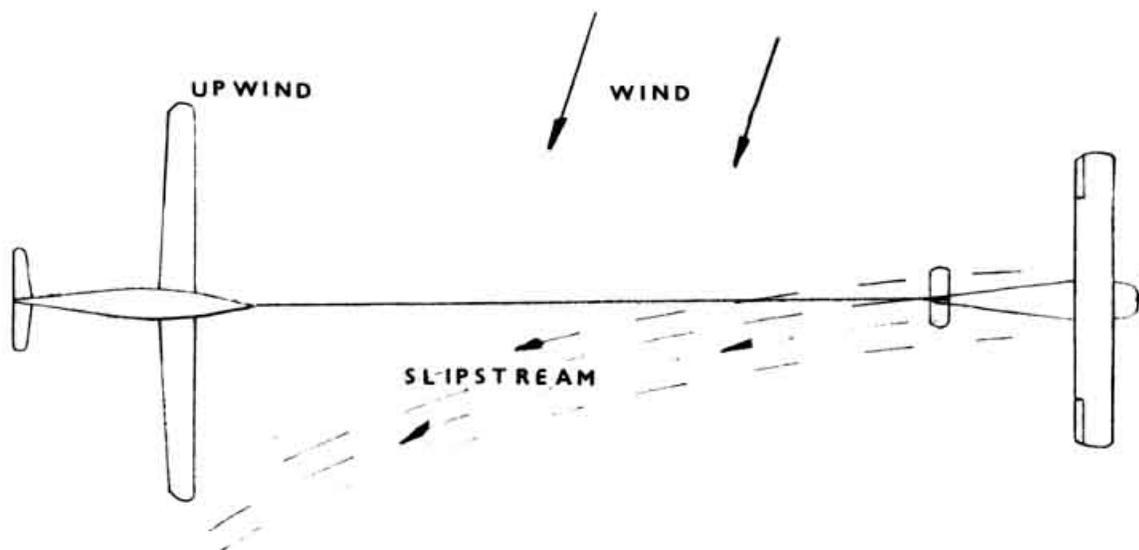
Take Offs

This article is not intended to lay down any rules or procedures but is intended to provoke further analysis and discussion. Comment will be welcomed by the writer.

Let us start by looking at the usual practice in taking off into a cross wind. A sketch may help:-

The tow plane takes up the slack, the wing man signals 'all out' and starts to run. He runs as hard as he can and then lets go of the tow only to be shocked to see the wing immediately drop to the ground, dig in and cause a ground loop. If the pilot is quick to react, he releases the tow as soon as he recognizes that the situation is out of control; if he is not quick there may be another cross wind take off accident for the statistics.

What went wrong? It usually takes more than one input to cause an accident; in this case we will consider three possible contributory



A pilot about to take off in this situation may be heard to say to the wing man, "There's a bit of a cross wind today so please make sure that you run the upwind wing, keep it well down and don't let go too early."

causes.

Referring to the sketch it is seen that the cross wind has the effect of deflecting the tow plane's slipstream such that the relative

airflow over the downwind glider wing is stronger than the flow over the upwind wing. This means that this wing's lift and aileron effectiveness are both greater than the upwind wing. Call this point number one.

A second item for consideration may be the glider pilot's instructions to his wing man, remember them? In his enthusiasm to help get a good launch it is possible that the wing man held on too long, thus causing the glider to start a slight swing to the left. Being a conscientious fellow, the wing man did not hold the wing too high and did, in fact, have the left wing in a slightly low position at the moment that he let go. As the wing man holds on too long and the glider starts a swing to the left the right wing is on the outside of the turn and is therefore going faster than the left wing. Call this point number two.

The glider pilot believes that he must be on guard to stop the glider banking to the right, so he may start his ground roll with the stick to the left (into wind). Call this point number three.

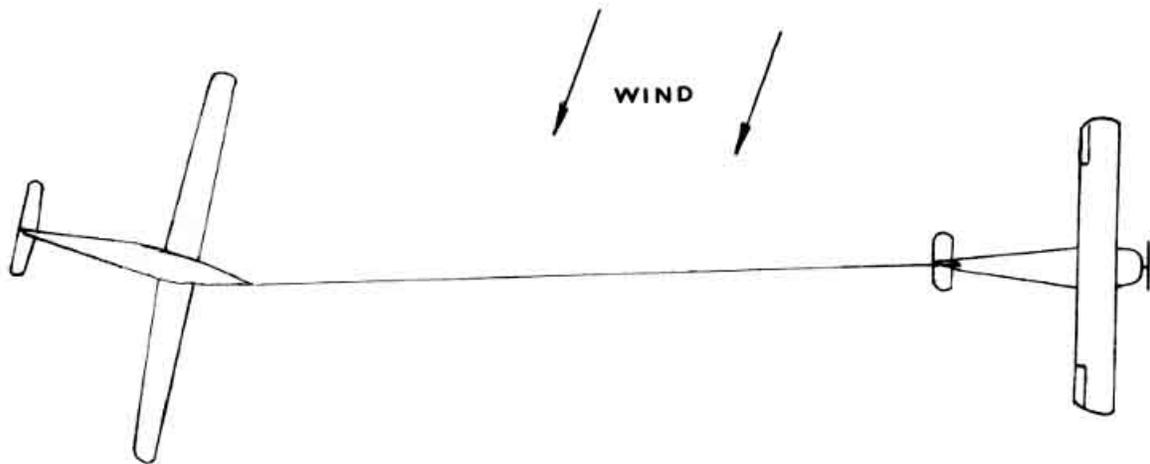
Until the wing man lets go the pilot has no aileron control; as soon as the wing man does let go the ailerons will respond and make the glider bank to the left. Now remember that the effects of both points one and two were to give the right (downwind) wing a higher airspeed than the left wing; combining both effects it will therefore be generating considerably greater lift than the left wing with a consequent tendency to cause the glider to bank to the left. Remember, too, that the right wing's aileron will be more effective due to this increased airspeed so if the pilot does have the stick to the left (point number three) then the rolling force to the left may be quite large and the pilot will have to be very quick to prevent the left wing tip from

striking the ground. Note, too, that in a strong wind gradient the right wing is going to be in a still stronger wind than the left thus having yet another increment of additional airspeed to compound the problem.

What can we do about it? Looking at the three points mentioned it is obvious that we cannot do anything about the slipstream effect but we can readily guard against the other two. Now let us have the wing man run the downwind wing (right wing in the sketch) and take care to keep the wings level. He should not try to hang on too long, but if he does it will have a beneficial effect, not an adverse one as discussed in point two. It is therefore suggested that running the downwind wing can have a major beneficial effect on the cross wind take-off problem.

There are other factors that contribute to flight safety in a cross wind operation. In the first sketch it will be noted that the towrope is shown to be in a straight line with both the towplane's and the glider's centre lines, now look at the second sketch.

This shows, exaggerated, (we hope) a carelessly positioned glider. It is not in line with the towplane and is also in a yawed position. In this situation when the towplane has taken up all the slack in the towrope, the wing man now signals 'all out', the next thing to happen is that the towrope load must drag the glider's tail sideways as it pulls the glider into line with the rope. Note that in order to become lined up the glider must be yawed into wind; that is, in the weathercocking direction. Once again this leads to the downwind (right) wing moving at a greater airspeed than the left wing, thus increasing the possibility of a ground loop. Obviously the solution here is to carefully position the glider, dead in line with the towplane and not in a yawed position.



At grass fields it is usual to become accustomed to fly in specific artificial 'runway' directions. However, when taking off from a grass field with no real heading restrictions it is foolish not to head as closely into wind as possible -- particularly when the wind is strong.

To sum up, it would appear that to minimize the probability of an unfortunate incident when taking off into a cross wind, we should observe the following:

- (a) Have the wing man run the downwind wing, not the upwind wing.
- (b) Line up carefully with the towplane and towrope.
- (c) Have the tow direction headed as closely into wind as possible.
- (d) The pilot should keep the tail down (by back stick pressure) to keep the glider running straight on its tailwheel or tail skid until he feels that he has directional control with rudder. (Obviously not valid in the case of free castoring tail wheels).
- (e) Start the roll with full out-of-wind rudder (right rudder in the sketches) to help prevent weather-cocking into wind. (This also gives a smaller side area presented to wind).
- (f) Keep the wings level and try not hold the windward wing low.
- (g) Keep your hand very close to the tow release in order to be able to abandon the tow as quickly as possible, if necessary.
- (h) As soon as airborne correct for drift, until the towplane is airborne.
- (i) Practise on those non-soaring days when it does not seem to be worth rigging.

Finally, a note of caution regarding keeping the tail down on gusty days. In strong wind conditions you don't want to find yourself suddenly 'ballooning' into the air where a gust gives you flying speed only to find yourself stalled as the gust dies off.

CLUB NEWS

LONDON SOARING SOCIETY

The weather caused a later than normal start to this season's flying but is redeeming itself with 6000' cloud base and 5 meter thermals on our second weekend.

The 1-23 and Skylark III both emerged from their cocoons this spring with bright new coats of paint, continuing the progress we are seeing at the club in our class of machines and improvements on those already there.

The highlight of the year (unless someone wins the Olympic lottery) has got to be the Pioneer II (C-GOON) built by Doug Girard and Dave Miller. In yellow and white its appearance is as good as the workmanship and yes, it does indeed fly. I believe this is the first in Canada to do so.

Mike Frijters did the flight tests and is very impressed. I won't go into detail here as I'm sure Doug and Dave will be writing about their experiences, but initial comparison flying shows an ability to stay with other machines in thermals and penetration looks to be good; certainly much better than the machine written up in SOARING. It's a great sight in the air, so if you are interested, drop in and see us, you will be most welcome.

Plans for the year include a club room, increased hanger space and what we believe is a unique approach to stimulating individual performance and club statistics, more about this later at the end of the season if it works out.

JOE THOMPSON

WINNIPEG GLIDING CLUB

PETER BANDORF must have set some kind of a new record this year; he took his first flight on May 18 and soloed on June 2nd after only 22 flights!

Cross country pilots are getting used to the Winnipeg TRSA and find the controllers helpful in reporting power traffic as they go through the area.

BASE BORDEN SOARING CLUB GROUP DE VOL A VOILE BORDEN

Well here goes a first time effort from the newly formed Base Borden Soaring Group. After many months of preparations, trials and tribulations our club finally got off the ground. Tom Bell and Bob McDonnell drove down to Mr. Schweizer's Aircraft Emporium at Elmira and took delivery of a shiny new 2-33A. To say the least the trip home was as exciting as your first solo. An unexplained detour through downtown Buffalo and the turbulence caused by those huge "Mack" trucks as they zoomed by us on Hwy 401 made trailer hauling an exciting adventure.

Our passage through customs must have set a record of some sort for two rookies to this procedure. About twenty minutes from in to out. This rapidity was offset however by the delays encountered when we attempted the MoT paper pyramid. Finally after numerous phone calls and visits we got the flight permit and through the courtesy of Mark Badior of "Huronion" we were able to get the test flights in. A short time later all was in order and C-GNPF was in business.

CLUB NEWS

RASE BORDEN SOARING CLUB cont'd

We fly out of CFB Borden which is one of Canada's historic military aerodromes. In fact, the hanger we store PF in at one time housed "Jennys". At present we have 15 members on the rolls, most of whom are ab-initio so as you can well imagine flight time on the ship is at a premium. Through the most appreciated co-operation of the Ontario Air Cadet League we have been able to use their winch (ours is at present under construction). Hopefully we will have it operational the first week in July.

Plans are in the offing for the purchase of a single place machine (1-26 or like ship). If any SAC members are in the area, be sure and drop in. We operate out of #9 Hanger. Once the club gets into high gear, we plan to fly each weekday evening and all day on weekends and holidays.

TOM BELL

Everyone thankfully agreed with the decision not to set a task, and most people started for home as soon as they could get packed.

Since Willi Krug flew the tasks without a camera, his speed cannot be compared directly with the others who took the required pictures. Bruce Hea later found out that his pictures did not come out (due to an error by the processing firm), so that both he and Willi were disqualified as far as the competition was concerned. This resulted in Dick Mamini being declared the official winner.

Although the weather ended the meet prematurely, a good time was had by all. A total of 21 gliders were present at Innisfail. Most of these were from the three Alberta clubs (Cold Lake, Edmonton and Calgary) but we were also pleased to have a group come from Kamloops with two of their gliders.

CU-NIM GLIDING CLUB

Our annual May meet was held at Innisfail on the long weekend. The first day was not exceptional, but five of the seven pilots were able to complete the 128 km task, with Dick Mamini first, followed by Bruce Hea and Willi Krug, with identical times. The second day seemed slightly better, and a 173 km task was set, but it turned out that there were holes here and there. Only Willi and Bruce got back to Innisfail, with Dick coming down about 20 km short due to some heavy sink on his final glide. During Sunday evening the weather turned colder, with wind and rain during the night, and on Monday morning there was snow on the ground...in fact, several of the tents were found to be on the ground as well!

UNOFFICIAL RESULTS

1	KRUG, Willi	WK-CIRR	1812
2	HEA, Bruce	LIBELLE	1784
3	MAMINI, Dick	ASW-12	1710
4	RIEGERT, Larry	CIRRUS	1207
5	PANDUR, Danny	BG-12	603
6	STRONG, Jim	LIBELLE	591
7	JACOBS, Dave	1-23	199
8	BEDDOE/DUNBAR	DART	168
9	STOKES, Ron	ZUGVOGL	-
9	LEWIS, E. J.	BERG 3	-

GEORGE DUNBAR





The Optimist

GIL FASSELL

Pilot Licence Medicals

We hear rumours of pilots being failed in their medicals and sometimes being put to considerable expense and delay in being forced to visit specialists. In some cases after many months MoT has finally agreed to their being issued a licence. It is time that we formed a "medical committee" to advise such licence applicants and to assist in preparing appeals to MoT. Any doctors who are interested in offering their services are urged to write to our President

Any pilot who believes that he has been unreasonably treated in his medical or forced to unnecessary expense and delay is also urged to contact S. A. C. We cannot help you if we don't know you have a problem.

Terry Beasley, Past President

* * * * *

MATERIAL FOR FUTURE ISSUES OF FREE FLIGHT SHOULD BE MAILED TO:

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ISSUE 6/75 SEP-OCT August 15, 1975
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* * * * *

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SOLO - My Impressions

by JOHN CHARLTON

About two years ago I read an article in the press, written by a psychologist, in which he stated that after a man has reached the age of forty, it is statistically unlikely that he will ever be motivated to learn a new profession, or tackle a demanding hobby, no matter how badly he claims to want to, providing that the prime mover is the man himself, and not exterior pressures.

After having read that article, I realized that I had been saying to myself, "Next year I am going to learn to fly", and that I had been saying this for quite a few years. A hobby is good for a man provided the costs are not prohibitive and it is not too time consuming; and so, thus motivated, I presented the facts to my family, and informed them that for the foreseeable future, all extra luxuries would be cut out, such as replacing the Coke boxes for end tables, shades for the two table lamps would have to wait, and that they could continue to put newspaper in their shoes for a little longer, and that the silly practice of having meat on the table once a week must cease. Despite the pitiful cries of protest, on May 6th of last year, in company with many others, I applied for membership to the Gatineau Gliding Club with the firm, but callous resolve to spend the children's pocket money, my wife's housekeeping money and the cat food money, in an attempt to fulfill the long time ambition of learning to fly.

On October 6th, after fifty flights, eighteen different first rate instructors, and 10½ hours total instruction time, Phil White cut me loose. Len Gelfand did a beautiful tow job and I experienced that long sought feeling of flying a glider -- solo, and I'm sure that I echo the feelings of the many new friends that I have made at the club by saying that it is indeed, not only a fantastic feeling, but a great sense of personal achievement, particularly for an old gaffer of 43!

But I realize all too well that I have but climbed the first rung of a long ladder, and that there is an incredible amount yet to learn. The idea of flying solo from our field to Hawksbury (or elsewhere) on my own seems as remote as going solo seemed back in May, but with the guidance of all the experts available, I hope I'll achieve it one day. Don Dunn was my first instructor, and it was from Don that I received the letter of acceptance from the club. Thank you GGC, and to hell with that psychologist! Here is something I have dredged out of my mind that seems to answer him:

There are trails that a lad may follow,
 As the years of his boyhood slip.
 But I shall soar just like a swallow,
 On the wings of a silver ship.



SOARING ASSOCIATION OF CANADA
L'ASSOCIATION CANADIENNE de VOL A VOILE
Box 1173, Station B, Ottawa, Ontario K1P 5A0

June 24, 1975

TO: CLUB PRESIDENT AND/OR CLUB C.F.I.

FROM: Walter J. Piercy, President & Chairman, Instructors' Committee

Western S.A.C. Instructor Course

Winnipeg, Manitoba

September 14 to 20, 1975

We are pleased to announce that there will be held a WEST Instructor Course at Winnipeg during the above 7 days.

This year we have been fortunate in obtaining financial assistance from Sport Canada for a maximum of 15 candidates to attend this Course. This assistance will be available in the following areas:

- 1) To pay 100% of the travel cost to and from Winnipeg. If it is most convenient to travel by car a mileage allowance of 7.5¢/mile will be allowed (one candidate in car); or 10¢/mile if 2 or more are together. The maximum allowance for travel is not to exceed the cost of Economy Air (return).
- 2) To pay a maximum of \$20.00/day/candidate for 7 days for meal allowance and for accomodation in Winnipeg. Receipts will be required.
- 3) Ground Transportation (max.\$10 ea.)(Airport taxis-receipts required)

There will be lectures in the mornings with flying in the afternoons (one flight per pair per afternoon) to tape exercises for later classroom discussion. The cost per flight will be \$6.00 (to be paid for by the 2 candidates).

It will be necessary for each candidate to have copies of Parts I, II and III of the S.A.C. Instruction Manual - these may be obtained from Box 1173 above.

Candidates must be S.A.C. Members in good standing, and the concurrence of the C.F.I.'s must be obtained. They do not presently need an MOT Instructor Endorsement, but they should be eligible for this within 6-8 months after the completion of the Course.

The West Courses have been handled by Don Skinner - he does not wish to carry on with this in future. Fortunately, Ian Oldaker, of Winnipeg (who attended the 1970 West Course) has agreed to handle it this year. I expect to be present for Sunday, September 14th and Monday, September 15th - and Ian will then carry on for the balance of the week.

Please consider an applicant from your Club. Since we are limited to 15 candidates, please advise Ian as soon as possible, and not later than August 15/75. Ian's address:

I. Oldaker, 30 Prescott Crescent, Pinawa, Manitoba, R0E 1L0

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CP Air 

BAIC, Canadair and "200" Trophies

The BAIC Trophy is for the pilot making the best flight of the year.

The Canadair Trophy is for the pilot making the FIVE best flights of the year.

The "200" Trophy is for the pilot who, having logged less than 200 hours total gliding time at the beginning of the year, makes the FIVE best flights of the year.

Scoring:

1. Altitude gain	1.00 points/50m
2. Free distance	1.00 points/km
3. Prescribed area distance	1.00 points/km
4. Distance to goal	1.25 points/km
5. Triangle	1.50 points/km
6. Out and return	1.50 points/km
7. Incompleted triangle or out-and-return:	
Distance to turn points reached	1.25 points/km
Distance after last turn point	1.00 points/km

Rules:

1. All flights to originate in Canada.
2. All goals and turn points must be declared before take-off.
3. Turn points for the prescribed-area-distance task must be declared before take-off but may be visited and revisited in any order subject to the requirement that consecutive turn points shall be not less than 50km apart.
4. Evidence of take-off, landing, turn points and height gains shall comply with FAI rules.
5. Only height gains require barograms.
6. Preliminary notice of a flight claim must be mailed, within 14 days of the flight, to the SAC Trophy Chairman.
A letter of verification, with a report signed by an Official Observer that he has checked and approved all the required documentation, must be mailed within 30 days of the flight to the SAC Trophy Chairman.

FLIGHT REPORT FOR B.A.I.C., CANADAIR, AND "200" TROPHY CLAIMS

Pilot _____ Flight Date _____
 Sailplane: Type _____ Registration _____

Place Name of:-	Latitude	Longitude	Leg Distance
Starting			X X X
1st. Turn			km
2nd. Turn			km
3rd. Turn			km
4th. Turn			km
5th. Turn			km
6th. Turn			km
Landing			km

Flight Details

Altitude at low point after release _____ m Subsequent maximum altitude _____ m

- | | | | | |
|------------------------------------|-----------------|-------------------|-------|--------|
| 1. <u>Altitude Gain</u> | | m @ 1.00 pt/50m = | _____ | points |
| 2. <u>Free Distance</u> | | km @ 1.00 pt/km = | _____ | points |
| 3. <u>Prescribed Area Distance</u> | | km @ 1.00 pt/km = | _____ | points |
| 4. <u>Distance to Goal</u> | | km @ 1.25 pt/km = | _____ | points |
| 5. <u>Triangle</u> | (a) Completed | km @ 1.50 pt/km = | _____ | points |
| | (b) Incompleted | km @ 1.25 pt/km = | _____ | points |
| | (a) Completed | km @ 1.00 pt/km = | _____ | points |
| | (b) Incompleted | km @ 1.50 pt/km = | _____ | points |
| 6. <u>Out & Return</u> | | km @ 1.25 pt/km = | _____ | points |
| | | km @ 1.00 pt/km = | _____ | points |

Points Claimed

Take-off Certificate O/O # _____ Signature _____
 Task Declaration O/O # _____ Signature _____
 Turn Point Photos. O/O # _____ Signature _____

Pilot's SIGNATURE _____ DATE _____

Landing Certificate O/O # _____ Signature _____
 Barogram O/O # _____ Signature _____
 Distances Claimed O/O # _____ Signature _____

Verification



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MINUTES

THIRTIETH ANNUAL GENERAL MEETING
of
SOARING ASSOCIATION OF CANADA

Date : March 15, 1975.

Place : Fort de Liesse Motor Hotel,
Montreal, P.Q.

Host Club : Montreal Soaring Council

Morning Session

- 1.0 The meeting was called to order by the President, Mr. Terence Beasley at 10:10 a.m.
There were 85 members registered.
- 1.01 Mr. Beasley announced that a grant had been received from Health & Welfare to assist delegates to attend the Annual General Meeting. The Clubs had been advised where the subsidies would apply. Expense claim forms were available from the secretary. All claims must be supported by receipts.
- 1.02 Mr. Beasley asked that all 'motions' to be included in the agenda be forwarded to the secretary.
- 1.03 The Ball and Chain Trophy was not being awarded since no decision on a recipient had been reached. Mr. Beasley asked for nominations for the award from the membership.
- 1.04 Introductions
The members present identified themselves.
Mr. Beasley introduced the Board of Directors.
- 1.05 Minutes of the 1974 Annual General Meeting.
Copies of the Minutes had been made available prior to the meeting.
Moved by Julien Audette, seconded by Rick Tucker, that the Minutes be accepted as circulated. Carried.

BUSINESS FROM THE MINUTES.

- 2.0 S.A.C. By-Law 3(a) - Sustaining Members.
The second sentence of the By-Law :
"Such Sustaining members shall be entitled to 20 votes, plus one vote for each of its own members as shown in the said certified statement at each meeting of the Corporation."

Moved by Mr. Beasley, on behalf of the Board of Directors, that the words " 20 votes plus " be deleted.
Capt. L. Riegert spoke in favour of retaining the By-Law as is, to encourage smaller clubs to participate in the S.A.C.

Vote by weighted ballot. For - 756 : Against - 650.
Lack two-thirds majority - Defeated.



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Capt.L.Riegert asked that the words in the By-Law : " one vote for each of its own members " be changed to read : " one vote for each of its S.A.C. members." Accepted.

2.01 Accumulating S.A.C. Funds.

Mr.A.leCheminant had not forwarded a report at the time of the Annual General Meeting. His report will be published in Free Flight.

3.0 Insurance.

Mr.Ron Wyatt of Wyatt & Taylor Insurance Agency, presented the Insurance Report for 1974-1975 to date.

He estimated that there would be an increase of approximately 20% in fees for next year, and an assessment of \$8.50 per pilot.

Mr.A.O.Boudreault asked that S.A.C. write a report on the Insurance Plan, explaining how it is working and that this report be distributed to all Clubs.

Committee Reports (Published)

4.0 Air Cadet Liaison.

Mr.Hank Bruhlman reviewed his report.

He agreed to contact Air Cadet League, Alberta Committee, to advise them of our Association.

4.01 Air Space.

Mr.Bruce Hea was not present. Mr.Terry Beasley reviewed his report.

4.02 Executive Secretary.

Mrs.Terry Tucker stated that she had nothing further to add to her report.

Mr.R.Gairns noted that all new clubs wishing to join the Association must apply to the Board of Directors for acceptance, according to the By-Laws.

4.03 "Free Flight".

Mr.R.Nancarrow reviewed two points from his report. Firstly, the delays in publication caused by the inadequate printing service early in the year and then more lately, the postal strike. Secondly, he made a plea for articles to publish.

Mr.Walter Piercy extended a vote of thanks to Mr.Nancarrow for the excellent job he has done in the editing, printing and mailing of the publication.

4.04 Instructors' Report.

Mr.Walter Piercy reviewed his report.

He stated that the Eastern Course would be held at Pendleton, Ontario on May 18 - 24th at the site of Gatineau Gliding Club. The Western Course was not settled since Penhold, Alberta was not available.

A vote of thanks was noted from Champlain Soaring Association, for the publication of the Instruction Manuals in French.



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NEW BUSINESS :

5.0 Tow-Pilots.

(The delegates from Buckingham Gliding Club could not attend the afternoon session and were invited to present their motion).

Buckingham Gliding Club gives great recognition to their tow-pilots, by presenting them with silver wings after 100 tows; gold wings after 500 tows and a diamond in the gold wings after 1000 tows.

Mr. D. Finn moved that S.A.C. should also give recognition to tow-pilots. He was asked to forward a report of how his club administers this recognition to the Board of Directors.

The meeting adjourned for lunch at 12:30 p.m.

Afternoon Session.

The meeting was called to order at 14:15 p.m.

Committee Reports Continued.

4.05 Self Launching Sailplanes.

Mr. Terry Beasley had nothing further to add to his report.

4.06 Sports Federation of Canada.

Mr. Terry Beasley reviewed his report.

4.06 Sports Canada Liaison.

Mr. Terry Beasley reviewed his report.

4.07 Sporting Committee.

Mr. John Firth was not present. Mr. Terry Beasley reviewed his report.

4.08 Technical Committee.

Mr. Jim Henry presented his report.

Mr. P. Rochette extended his thanks to Mr. Henry for the help in obtaining a Type-Approval for the Pilatus B-4.

4.09 World Contest.

Mr. D. Webb reported that the response for volunteers to act as crew members had been very good. Offers for three gliders had also been received. There were two changes to the members of his committee - Aircraft Procurement : Hal Werneburg and Automobile Procurement - Bob Gairns.

Since there were no Nationals held in 1974 and the Shell Trophy had not been awarded, Mr. P. Trounce presented Mr. Dave Webb with a cheque for the World Contest Fund from Shell Canada.

A letter of thanks is to be written.

4.10 Radio Committee.

Mr. C. Pattenson requested that all experiences of interference on the glider channel be reported to the Radio Committee.

To a question from the floor, he replied that he thought that all glider pilots using radio channels should obtain operators' licenses.



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4.11 Safety.

Mr.A.N.leCheminant was not present to present his report. It will be published in Free Flight.

Mr.H.Janzen suggested that S.A.C. should work through MOT to obtain reports of glider accidents and that these should be circulated to all the clubs, since there is such a poor response to the S.A.C. annual questionnaire. It was further suggested that MOT be asked to appoint an SAC representative for glider accident investigations.

Mr.leCheminant will be asked to review the whole operation.

4.12 Public Relations.

No report had been received from Mr. Jim Carpenter.

4.13 1975 Nationals.

Mr.G.Thomas reported on the progress which had been achieved toward the Nationals to be held at Claresholm, Alberta on July 8th - 17th.

He also advised of a Summer Wave Camp - hosted by the Alberta Soaring Council to be held at Cowley, Alberta on July 26th to August 4th.

4.14 Trophies.

Mr. R. Gairns presented no formal report.

It has been decided that all trophies will be held by the S.A.C. for display purposes at Annual General Meetings, and that miniatures or plaques would be awarded to the winners.

He advised the winners of the following :

Canadair Trophy	-	Mr.John Firth
B.A.I.C. Trophy	-	Mr.Steve Simon
"200" Trophy	-	Mr.Steve Simon

4.15 Flight Statistics.

Mr.R.Gairns had not completed his formal report but reviewed the statistics. His report will be published in Free Flight.

4.16 Treasurer's Report.

Mrs.Terry Tucker presented her report.

It was noted that the qualifying statement in the Auditor's Report of previous years had been removed.

Mr.P.Trounce recommended that the incoming Board of Directors consider the \$15.00 annual membership fee for the next A.G.M.

Mr. J. Audette suggested that the Board of Directors consider the up-grading of Free Flight to a higher caliber and drop the publication 'Soaring' as a membership benefit.

Mr.M.Apps further added that consideration be given to providing 'Soaring' as a voluntary benefit of membership rather than a formal part.

Moved by Mr.K.Walker, seconded by Mr.N.MacDougall, that this Association retain the auditors, Fraser & Otton, for the coming year.

Show of hands - Carried.



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4.17 President's Report.

Mr. Terence Beasley presented his report.
It will be published in Free Flight.

NEW BUSINESS.

5.0 Regionals for 1976.

It was suggested that Clubs should begin thinking of hosting the Regionals. Briefs should be submitted to S.A.C. for consideration so that a decision could be made for the next A.G.M.

5.01 Nationals 1977.

Montreal Soaring Council has advised that they will be submitting a bid to host the 1977 Nationals.

It was suggested that all Clubs considering to host the event should begin to think of forwarding a bid.

5.02 1975 Gliding Meets.

1-26 Contest : Mr. W. Chmela advised that the first Canadian 1-26 Eastern Championship would be hosted by York Soaring Association on July 21 - 25. A Schweizer 1-35 will be available for inspection at YSA, and Mr. Chmela will have it available for demonstration purposes on a Cross-Canada Tour. He further advised that, through his agency, when the purchase of an aircraft is made with a trade-in, the sales tax is only applicable to the balance of account.

"Mud Bowl" Meet : SOSA Gliding Club will host an informal meet on July 26th to August 4th.

6.0 Amendments to By-Laws.

6.01 S.A.C. By-Law 3(a) Sustaining Members - First Sentence.

"Sustaining members shall be clubs, etc. having a minimum of five members, etc..... and who shall annually submit a certified statement of its members."

Moved by Mr. Terry Beasley on behalf of the Board of Directors, that a final phrase be added : " showing that a minimum of five members has been maintained."

Amendment - Moved by Mr. P. Trounce, seconded by Mr. H. Bruhlman, that wherever the By-Law states "five members", it should be changed to read "five club-affiliated members."

Vote on amendment by show of hands.

Unanimously - Carried.

Vote on motion by show of hands.

Carried.

It was further suggested that all S.A.C. Member Clubs should require that all their members become S.A.C. Members.

6.02 S.A.C. By-Law 3 (g) - Associate Membership.

Due to lack of time, the proposal was withdrawn to extend the privilege of Associate Membership to tow-pilots, who are not also glider pilots.

Therefore the existing By-Law will remain in effect ; and the practice during the past year has been to allow tow-pilots who are not glider pilots



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to join under this membership. It is planned to submit a motion at the next A.G.M. to formalize the privileges of this membership.

6.03 S.A.C. By-Law 20.

"Prior to each Annual General Meeting, each club will be invited, by mail, to nominate candidates for two additional Directors-at-Large from within any club in any Zone. Additional nominations will be invited from members present at the Annual Meeting."

Moved by Mr.Terry Beasley on behalf of the Board of Directors, that the following be added :

"Club affiliated members, Individual members, or either the husband or wife of a Married Couple membership, shall be eligible for nomination as a Director."

Vote by show of hands.

Carried.

6.04 S.A.C.By-Law 20 - Second paragraph.

"The members present at the Annual General Meeting shall elect the two Directors-at-Large from the nominations received, using Sustaining membership Votes."

Moved by Mr.Terry Beasley on behalf of the Board of Directors, that the following be added : "If the serving President is re-elected as a Director then a third Director-at-Large will be elected from the nominations and votes received."

Vote by show of hands.

Defeated.

6.05 S.A.C. By-Law 20 - Third Paragraph

"At each General Meeting, the seven newly-elected Directors and the Past-President, shall elect a President and Vice-President."

Moved by Mr.Terry Beasley on behalf of the Board of Directors, that this paragraph be deleted and substituted by :

" If the serving President is not re-elected as a Director, he shall continue to serve ex-officio as a Director, with voting rights until the next A.G.M."

Vote by show of hands.

Defeated.

6.06 S.A.C. By-Law 33.

"Two Directors-at-Large shall be elected at the Annual General Meeting of members. The seven Directors and the Past-President shall elect a President and a Vice-President."

Moved by Mr.Terry Beasley on behalf of the Board of Directors, that the above paragraph be deleted and substituted with :

"Immediately following the Annual Meeting, the eight Directors shall elect a President and a Vice-President from amongst the elected Directors."

Vote by show of hands.

Defeated.

6.07 Notice of Motion.

Mr.J.Audette proposed, seconded by Mr.M.Apps, notices of motion for two amendments :

By-Law 5 : "The Corporation shall be managed by a Board of eight Directors



(seven of whom shall be elected, and the Past-President who shall be ex-officio), of whom four shall constitute a quorum. Directors shall hold office until the next Annual Meeting following their election or appointment."

S.A.C. By-Law 20 - paragraph 3 :

"At each Annual Meeting, the seven newly-elected Directors and the Past-President shall elect a President and Vice-President."

Add - from the elected Directors.

These 'Notices of Motion' are to be reviewed by the incoming Board of Directors and are to be ready for consideration at the next A.G.M.

6.08 Regina Gliding & Soaring Club to join Alberta Zone.

Moved by Mr. Terry Beasley on behalf of the Board of Directors, that :

" Regina Gliding & Soaring Club's application to be considered as a club within the Alberta Zone be accepted, subject to a two-thirds majority of the Alberta Zone Sustaining Members."

Capt. L. Riegert of Alberta Zone, reported that this had been discussed amongst the Alberta Zone Clubs and was acceptable.

Vote by show of hands.

Carried.

6.09 Surplus of Funds.

"That if the S.A.C. Annual Financial Statement shows a surplus of income over expenses of more than 10%, then that amount in excess of 10% shall be rebated to clubs in proportion to their voting membership. Such refunds shall only be made to those Sustaining Member Clubs who certify that they insist on all their members becoming S.A.C. members, and who have returned the S.A.C. Annual Statistics questionnaire."

Vote by show of hands.

Defeated.

Mr. P. Trounce recommended that surplus S.A.C. Funds should be used in part for fully subsidized meetings for Directors.

6.10 Hang-Gliding.

Moved by Mr. Terry Beasley that :

"The Association recognize the sport of Hang-Gliding, a new development in sporting aviation, and consider it as a sport in its own right. It is therefore resolved that we do not wish to open our Association to Hang-Gliding Clubs or Individuals but should encourage them to form their own National Organization. This resolution is not intended to disparage this sport; indeed it is hoped that our members will be able and willing to provide assistance to the new sport. It is believed that the site requirements, modus operandi and objectives of the Hang-Gliders are not totally comparable with those of this Association and the two sports should therefore proceed on their separate friendly ways."

Vote by show of hands.

Carried.

6.11 Sports Federation.

Moved by Mr. Terry Beasley on behalf of the Board of Directors, that "this Association deplores the poor service provided by the National Centre for Sports and Recreation in printing and mailing of this Association's



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magazine "Free Flight". The membership approves the Directors' decision to have the magazine printed commercially but regrets that no part of the printing or mailing subsidy granted by the Federal Government through the Administrative Centre can be credited to this Association. The Directors are requested to maintain a close liaison with the Administrative Centre so that their facilities can be used when, or if, the quality of the service improves."
 Vote by show of hands. Unanimously - Carried.

6.12a) World Contest Pilot Procedures.

Mr. Terry Beasley moved that :

"The seeding procedure as last approved by this Association in Annual General Meeting and published in Free Flight (Nov/Dec issue 1974), be used for the selection of the Canadian Team for the 1976 World Championships."

Vote by show of hands.

Opposed - 2

Carried.

6.12b) The following proposal was withdrawn :

"The rules cannot be changed without a majority of assenting responses from those on the current seeding list (provided that they are S.A.C. members)."

6.12c) Moved by Mr. P. Trounce that the following proposals be defeated and that the incoming Board of Directors consider the SOSA proposal at their earliest convenience :

- "After a proposed rule change has been submitted to the current seeding list members, it shall be voted on by the Member Clubs of the Association using the weighted ballot voting procedure."

- "Any changes in the seeding procedure will not become effective until after the World Championships following the next Annual General Meeting of the Association (except where it may become necessary to change the rules due to F.A.I. change in rules)."

Vote by show of hands.

Carried.

6.13 Secretary-Treasurer Salary.

"In accordance with By-Law 24, the Directors increased the remuneration for our Executive Secretary, Mrs. T. Tucker, to \$5000 effective July 1, 1974." It is requested by the Directors that the Meeting authorize continuing Terry's remuneration at this level, subject to review by the 1975 Directors.

Vote by show of hands.

Unanimously - Carried.

6.14 Notice of Motion.

Moved by Mr. J. Audette that the membership year be changed from July 1st to December 31st to coincide with the S.A.C. year end, and that the half yearly rate be effective as of September 1st. He further suggested that the Board of Directors consider the annual membership fee.

This Notice of Motion is to be reviewed by the incoming Board of Directors and is to be ready for consideration at the next A.G.M.



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7.01 Election of Directors.

Elected by Mail Vote :

Pacific Zone	-	Mr. David Parsey
Alberta Zone	-	Capt. Fred Becker
Prairie Zone	-	Dr. Geoff Anthony
Quebec & Maritime Zone	-	Mr. George Couser
Ontario Zone	-	Mr. Hal Werneburg

Nominations for Directors-at-Large

Capt.L.Riegert - nominated by Alberta Zone. (by mail)
Mr.W.J.Piercy - nominated by Mr.H.Janzen, seconded by Mr.E.Balint.
Mr.A.Krieger - nominated by Mr.E.Balint, seconded by Mr.J.Agnew.
Mr.P.Trounce - nominated by Mr.H.Werneburg, seconded by Mr.D.Parsey.

Moved by Mr.J.Agnew that nominations cease. Seconded By Mr.J.Audette.

The elected Directors-at-Large were Mr.W.J.Piercy and Mr.P.Trounce.

8.0 At the Directors' Meeting on March 16th, Mr.W.J.Piercy was elected as President and Mr.Peter Trounce was elected as Vice-President.

9.0 Trophy Awards.

At the Annual General Meeting Dinner the following awards were presented :

John Agnew Trophy	-	Mr.Terry Beasley
" 200 " Trophy	-	Mr.Steve Simon (ESS)
Ball and Chain Trophy	-	Mr.W.Chmela (YSA)
B.A.I.C. Trophy	-	Mr.Steve Simon (ESS)
Canadair Trophy	-	Mr.J.Firth (BGC)
Instructors' Award	-	Mr.D.Lewis (MSC)
Rhoden Trophy	-	York Soaring Association
Schweizer Scholarship	-	W/O B.Weston - ACL 150 Sqdn. (Jonathon Livingstone Seagull Trophy)

10.0 The Annual General Meeting adjourned at 18:15 p.m.

Recorded by,

Terry Tucker

Mrs.T.Tucker
Executive Secretary

INSTRUCTORS ONLY

INSTRUCTORS ONLY is a new item for "FREE FLIGHT" which we hope will become a regular feature. In this space we will have articles written by instructors - for instructors. These articles will present problems, ideas, suggestions and experiences that gliding instructors have faced. We welcome your comments, arguments and criticisms.....and we look for other contributions from instructors. Our thanks for this first article to Ian Oldaker, CFI at Winnipeg Gliding Club.

What's WATTS ?

by Ian Oldaker

For a number of years now our club has been using a check list which is initiated usually on the downwind leg prior to landing. It is WATTS and it works very well on our 2-22s and 1-26. Hopefully it will provide a foundation upon which a pilot can build his own check list, to include undercarriages, etc., when he gets them.

Here it is then:-

W	WIND	determine direction and strength.
A	AIRSPEED	adjust for approach, usually increase above the cruise used in a 2-22 for training
T	TRIM	forward or readjust for new speed
T	TRAFFIC	on ground and in air
S	SPOILERS	hand on lever, check operation by cracking open momentarily

The wind may not have changed much in one training flight, but to avoid last minute scrambles to set up a circuit on a cross-country we put the

wind at the top of the list.

We mustn't forget that airspeed is often reduced for circuit flying when in a higher performance sailplane than a 2-22. Setting the trim forward on the 2-22 helps maintain the higher speed needed for that plane.

Looking for traffic on the airfield gets the students eyes on the landing area and finally a spoiler check to make sure they are not frozen (yes, we fly when its cold here) also gets the student's hand onto the lever before he needs to use it for his approach and landing.

I wonder if other clubs have similar checks and if so, how do they differ from this? I would like to see this or an agreed check incorporated into the SAC training manual in the same way that we now have the CISTRSC pre-take-off check.

Suggestions, comments or criticisms should be sent to INSTRUCTORS ONLY care of the FREE FLIGHT editor.

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4 Peter Lamla	4248	4 John Firth	4468
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7 John Featherstone	3368	7 Bob Gairns	3204
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