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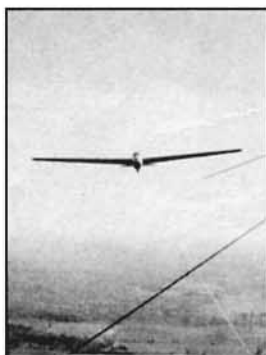
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the authors.

— The Editor

COVER PICTURE

"View from the tow plane"

— G. Stark



President's Notes



SAC Executive Director

James Leach, a resident of Manotick, near Ottawa, started his duties in the newly formed position of Executive Director of the Soaring Association of Canada on 16 June, 1980. Jim, who was selected from numerous worthy applicants, comes with a background of many years in the Canadian Forces as a Personnel Support Officer specializing in Physical Education and Recreation. This background, which included being Director of Physical Training and Sports for the Canadian Army, managing many major individual projects, co-hosting a weekly radio show, editing a *Forces* magazine and involvement with soaring activities in the Canadian Forces, will be invaluable in establishing the new and important position approved by the membership at this year's Annual General Meeting. Jim will be joining Terry Tucker, our Secretary/Treasurer, at the SAC office, presently located at Kars Airfield near Ottawa, as the chief administrative officer of the SAC. He will spearhead the Association's efforts to achieve continued growth in the popularity of soaring in Canada and will ensure that our programmes provide the maximum benefit to our members. He looks forward to your inputs. Thanks are due to Charles Keith and Al Schreiter who joined me on the selection committee for the executive director.

Government Funding

The initial response of the new Federal

Government has been that no funding from the government will be made available until the SAC meets the Fitness and Amateur Sport Branch criteria. On the positive side, the SAC is getting closer to meeting these, with provincial government financial support presently being obtained or sought by five out of six required provincial associations. The sixth application will be made when the British Columbia Association has been duly constituted. Hopefully this process will be completed in time to obtain such support from the Federal Government as would allow Canada to be represented at the next International Championships in Germany in 1981.

The SAC with the support of the Gatineau Gliding Club put on an impressive display seen by many government officials and sport leaders in Ottawa at the Annual Sports Congress of the Sports Federation of Canada in April. Such publicity is becoming ever more important to maintain our role as a viable and attractive sport and recreation in Canada.

Committee News

The Technical Committee has obtained the type approval in Canada for the ASW 17 and ASW 19B.

Mark Perry wishes to resign from the Editorship of *Free Flight* at the end of the year. Anyone with the necessary skills, in-

terest and time for taking on this task should contact Terry Tucker as soon as possible.

The 1980 Nationals being held at Claresholm, Alberta, will have drawn to a close at publication time. Let us hope that excellent soaring and competition occurred. The initial registration indicated that many pilots will have competed.

The 1981 Eastern Regionals will be hosted by the Gatineau Gliding Club at Pendleton Airfield in July/August 1981.

During May a very successful Instructors' Course was again hosted by the Gatineau Gliding Club with support from the Rideau Valley Soaring School at Pendleton Airfield. Thank you Tom Bell for your excellent course leadership and for coming over from Germany specifically to run the course.

The Airspace Committee is reviewing proposals by the Department of Transport to change the designation of Canadian Airspace. If these are adopted, soaring will be affected. Your Club's Airspace Representative will provide details and your review and input are requested to help protect the operation of our sport.

Good Soaring

Karl Doetsch

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166	Frits Stevens	Winnipeg

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560	Stephen Stober	Montreal

DIAMOND LEGS

ALTITUDE

Dave Hennigar	Winnipeg
Peter Flanagan	London
Denver Jacobson	

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Eastern Instructors

The latest crop of instructor candidates for glider guiders was harvested May 18th thru May 23rd this year from a field near Pendleton, Ontario. The course was hosted by the Gatineau Glider Club who own and operate Pendleton International. For the benefit of those who haven't had the opportunity to visit this site I would like to list some of the essential things it lacks;

- a. crosswind conditions (three long runways)
- b. towcars (gliders roll easily on asphalt)
- c. tiedowns (a huge hangar holds everything)

I think that you can get the picture. I would like to extend thanks on behalf of all Course members to Gatineau for the use of their excellent facilities. This years group included the following from Erin, D. Kirby & yours truly, Base Borden, C. Hall; Club de Vol a Voile Appalachen, R. Grondin, R. Provencher, Rideau, H. Wieland & G. Vandrei; York, G. Dempsey; Gatineau, R. Soulsby, R. Smith & JM Chadourne; Assoc. de Vol a Voile Champlain, D. Pelletier, P. Pepin & C. Aubut. Rideau Valley, W. Foy, J. Dinsdale & C. Silliphant. Oh yes our leader was the meek and mild Tom Bell who returns each year from Germany to run the course. (Who can deny glider pilots are nuts).

Sunday was arrival day, dodging raindrops we assembled in the "Schoolhouse," what a delightful antique, for our first briefing. It was immediately apparent that Herr Bell's background was military. We were organized into "A" & "B" Flights and assigned to a 2-33. Flying would commence at 0900 hrs. each day. Classroom activities would commence at 1600 hrs. etc. This set the tone for the rest of the week. Lectures in the late afternoon and practical exercises

during the day. One thing that we learned was that "You will teach your pupil to fly by attitude," good, bad, or indifferent your pupil must have an attitude. The importance of a proper pre & post flight briefing were emphasized over and over again.

Instructional flying was done in two 2-33's, one from Gatineau, the other on loan from Rideau Valley. Also available for the course were a K-13 for spin checks with Tom B, a 1-26, Blanik and the two seater Lark. Late one evening R. Smith brought out his super high performance homebuilt. Imagine a 30 ft. box kite with a seat at one end and a T-tail wired on at the opposite, it was Wright Brothers reborn. Three course members were checked out and were able to fly a circuit around the airfield tethered to a car. Maximum altitude reached was about 10-15 ft. Pierre Pepin then attempted to launch, his attitude must not have been correct as he did an expert spot landing (on his nose). He was repaired with Band-aids, the machine with masking tape.

In order to exhibit our prowess in landings we were able to participate in a spot landing contest. There was some confusion locating the spot. It was not the large blue sweatshirt under the yellow hat. You have never seen such a wide selection of landing points in all your life. Our only female member must have had difficulty in translating spot into french. She consistently landed 75 paces long. The winner was Ron Smith in a fly-off with Derek Kirby.

All air exercises were carried out and some new ones added. It was of interest to note that some clubs apparently do not teach the high and low tow positions. An interesting discussion came up on the proper airspeed to use on final. What happens to the formula when you have to land

downwind? Once again some of the circuits were of a rather quaint variety. More than once the quiet whisper of Tom was heard asking what altitude the final turn was made at. Some of the answers seemed to affect him in a strange way.

The quality of Tom's Course was evidenced by the lack of criticism at the wind-up critique. On behalf of the participants and S.A.C., thanks Tom, your excellent presentations and organizational ability were first class. As in previous courses we also had guest speakers. Dr. Wolf Leers gave an interesting presentation on "Medical Facts for Pilots." Dr. K. H. Doetsch gave his one on "Spins & Stalls" and Inspector W. Foy of Transport Canada ended up with a most interesting one on the TC Approach to Pilot Checkouts. Thank you gentlemen your participation added greatly to the course.

Last but not least we must thank Ron Smith and Rohan Soulsby for doing such a bang up job on the Bar-B-Que the last night. The fire flamed beautifully with 10-15 steaks on it, occasionally rivaling the surrounding conversation for production of hot air.

Each course is only as successful as the effort put into it, once again I was lucky to have an extremely hard working group of candidates. We would be remiss if we did not thank all of the other people who assisted, the Gatineau Tow pilots must collectively be given a hearty "Well done" for all their work. Next year we hope to add John Firth to our list of guest lecturers and I am attempting to get the Dept. of National Defence Flight Safety people to come down and give a talk. In closing I would like you to ponder on this statement, No matter how good you are, there is always somebody better.



L/R W. Leers, (SOSA), T. Bell, (BBSG), M. Gluck, (ESS), H. Wieland, (RGC), D. Kirby, (ESS), J. Dinsdale, (RVSS), G. Vandrei, (RGC), C. Silliphant, (RVSS), D. Pelletier, (AVVC), R. Soulsby, J. M. Chadourne, R. Smith, (GGC), P. Pepin, (AVVC), R. Provencher, (CVVA), G. Dempsey, (YSA), R. Grondin, (CVVA), C. Hall, (BBSG), W. Foy, (RVSS), C. Aubut, (AVVC).



C. Hall, (BBSG), D. Tetu, (GGC), W. Foy, (RVSS), G. Dempsey, (YSA). Doug seems to be admiring Inspector Foy's physique.



K-13, 2-33, LARK on line.



T. Bell before figuring wt & balance.



Ian Oldaker, Garry Burt, Per Taigoy, Murray Best, Gary Romas, Garnet Thomas, Joe Wood, Bruce Wilkin, Sterling Martin, Jack Towers, Hugh McColeman.



R. Grondin, (CVVA), C. Hall, (BBSG), C. Aubut, (AVVC), P. Pepin, (AVVC), R. Soulsby, (GGC), W. Foy, (RVSS), M. Gluck, (ESS), trying to look busy.

Western Instructors

On Sunday the 20th of July, the "Western" Glider Instructors' Course directed by Ian Oldaker assembled for their first get acquainted and classroom session. The nine aspiring instructors, four from Edmonton, three from Cold Lake and two from Winnipeg, each with a varied background in flying and occupational experience, soon set to work to follow the demanding pace of our tireless instructor.

The Edmonton club provided the equipment for the course which included, Chipman field and facilities, two 2-33, a Blanik and a towplane plus many other items too numerous to mention.

The weatherman cooperated and excellent flying weather prevailed except for high crosswinds on Wednesday which allowed Dr. R. Pearson, and Mr. N. Ribout of MOT to lecture on "flight environment" and "teaching and learning," respectively.

The course was enjoyed by all partici-

pants and many a lively story or interesting questions were put forward for Ian to field. The most interesting of all were usually heard during the "tape replay," or why "running out of height in the circuit exercise" was being **practiced** when the "simulated student" was only on his first few lessons.

The days passed quickly and soon it was time to say goodbye to our new found friends and head for home and to put into practice our new knowledge and skills. I am certain that the entire class joins me in thanking Yvonne and Ian Oldaker and Garnet Thomas for their participation in the following:

Yvonne, tireless and efficient, kept the logs, times, accounting, shopping, feeding, as well as dozens of other tasks required to keep a smooth organization running and still found time for friendly chat and to look after her family.

Garnet, besides driving back and forth to his home in Edmonton each day, assured all required equipment was serviceable and available, plus spending the majority of his time in the towplane pulling us around the sky. His cooperation and efforts seemed to be endless in providing a super service which was most appreciated by all.

Last but not least, a good course is not complete or worth the time unless a qualified, knowing, and genuinely interested instructor is at the helm (or should I say controls). Ian outdid himself in the instructing, check flights, question and answer periods, debriefing after flights and tape reviews to make a most enjoyable and educational week. All members of SAC owe these people a great deal of thanks and appreciation in keeping our sport alive and growing by their generosity of time and talent.

Juliett Whiskey

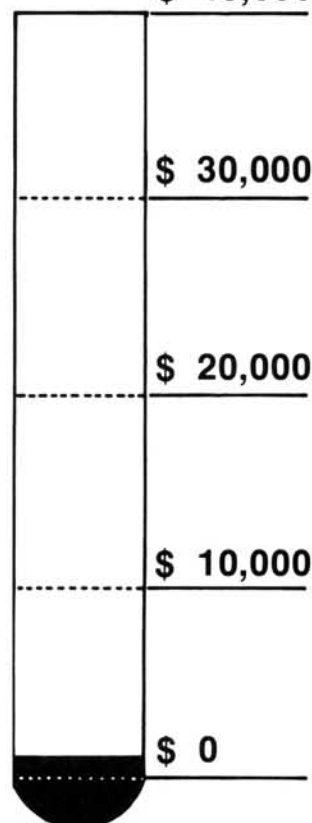
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1980 National Contest

Day #1 Wednesday, July 9, 1980.

Standard Class
Open Class
15 Metre Class

Enchant (6) Vulcan (18) 203.0 km △
Enchant (16) Arrowwood (21) 257.7 km △

After three practice days, the first contest day arrived and the operation of launching over fifty gliders was slowly becoming more efficient. The organizers of the contest were still suffering from manpower shortages, but many crew members were press-ganged (some even volunteered) to keep the show on the road.

The Standard class was set the same task that everybody had been set on the second practice day (Enchant-Vulcan). The Open class and 15 Metre class shared the first turnpoint (Enchant) with the Standard class but flew further north to Arrowwood, however, their third leg passed close to Vulcan so the last 30 miles of the course were common for all three classes.

Launching commenced at 1230 and by 1310 the 15 Metre class were all in the air, closely followed by the Open class. The Standard class went last and the gate for them was opened at 1415; ten minutes after the last launch.

The first leg to Enchant was an easy downwind leg with most contestants climbing to near 12,000 feet A.S.L. and reaching the turnpoint under some nice looking cu that started about halfway along the first leg. The lift was good and strong in the blue and under the cu averaging 6 to 8 knots all day. The 20 knot tailwind saw very rapid times to Enchant followed by much slower crosswind and into wind second and last legs.

The Standard class was won by Al Poldas, who used his local experience to good advantage and completed the course at an average speed of 103.1 km/h. Al was closely followed by Willem Langelaan, who like Al was flying a Standard Jantar (though a newer model). Langelaan's speed of 101.4 km/h was equalled by Paul Thompson, who was flying a Standard Cirrus. The only other Standard class pilot to crack 100 km/h was Paul Sears, who flew his Standard Libelle into fourth place at an average speed of 100.5 km/h.

Six of the twenty-three Standard class did not finish the task. With the strong winds, both K6-s flown by Walter Kerten and Larry Springford did well to complete the task.

The Open class was won by Dave Webb (Tinbus), who squeaked home in front of

Peter Lamla (Nimbus II) by 1/10 km/h. Dick Mamini was third, averaging 100.8 km/h in his ASW 12, but he unfortunately had an incipient spin on his final approach to land, when about twenty to thirty feet high. Dick was miraculously uninjured (except for a cut on his nose) and confessed afterward that he had "switched off" after crossing the finish line and had not been concentrating on his circuit and landing. The ASW 12 was very badly damaged and beyond immediate repair. Dick's obvious talent was missed from the rest of the contest and unknown to the assembled soaring enthusiasts, the Open class was to be further decimated and de-valued five days later.

The 15 Metre class provided the Werneburg brothers with a one two placing. Hal came in first in his Mini-Nimbus with the fastest speed of the day, 109.5 km/h. This was considerably faster than Uli's 101.0 km/h in his borrowed Mosquito. Third place in the (ex Poldas) Mini-Nimbus was Andy Gough whose speed of 95.8 km/h led home a bunch of closely spaced pilots: Peter Masak (HP18) 94.8 km/h; Dick Cofrin (PIK 20B) 94.1 km/h; Wilf Krueger (ASW 20) 93.2 km/h and Harry Polzl (PIK 20B) 92.4 km/h. The day saw nine of the fifty-three contestants average over 100 km/h — a significant achievement and a telling commentary on the strong "Western" conditions.

Day #2 Friday, July 11th

Tasks:

Standard Class
Open Class ()
15 Metre Class

Nobleford (14) Champion (17) 127.7 km
Picture Butte (13) Champion (17) 155.3 km

Having had one contest day and then one day scrubbed by the weather, there were dark mutterings from the Eastern pilots about the written promise of good weather the organizers of the contest had made. Memories of the bad weather that plagued the 1979 Nationals in Southern Ontario came flooding back.

The excellent weatherman (Manfred Drews) assigned to the contest by Environment Canada gave the contestants the promise of strong lift but a day that would be curtailed early by high cirrus. The task committee (with Jim Carpenter replacing Dick Mamini) therefore set conservative tasks.

Willem Langelaan, who had only taken delivery of this Standard Jantar 2, two weeks prior to the contest, won this day in the Standard class and in doing so, opened

up a significant gap (211 points) between himself and Paul Thompson who finished third for the day but stayed in second place overall. Second place for the day fell to Bruce Hea in his Standard Libelle, however, he was over 10 km/h slower than Langelaan. In spite of poor (for him) 10th place finish, Paul Sears moved up a place to third overall, thanks to Al Poldas, who "blew it" and finished fifteenth for the day and dropped to eighth overall. The precontest favourite, Jim Carpenter (ASW 19), followed his first day's mediocre performance with a disastrous eighteenth place on day two. There seemed to be, after two days, very little to stop Willem Langelaan taking the Standard class-provided he didn't make a mistake.

If day one had been close in the Open class for first place, then day two was the other end of the scale. Peter Lamla scorched round the task in a little over an hour to turn in the highest average speed for the contest (121.7 km/h) and beat Dave Webb by exactly 13 km/h. With Dick Mamini sadly sidelined, the Open class looked to be a two horse race with Peter Lamla holding a handy lead. Dave Marsden in the world famous and unique Sigma on its competition debut, scored a meritorious third place, averaging a fraction over 100 km/h.

The 15 Metre class was again monopolized by the Werneburgs; the difference today being Uli only "lost" 31 points on Hal against "131" points he "lost" the first day. Wilf Krueger brought his recently acquired ASW 20 (the first in Canada) into third place, followed by Andy Gough, maintaining his overall third, and Harry Polzl. The 15 Metre class was developing into a race for third place with the Werneburgs disappearing into the dust.

Day #3 Sunday, July 13th

Tasks

Standard
Open
15 Metre

Strathmore (22) 234.4 km. O/R

The day started life as a Strathmore-Milo 263.8 km △
Strathmore-Bassano 307.2 km △
Open class and 15 Metre class. The predicted start of thermal activity (midday) came and went and it was quite apparent that the weather was not going to be as good as predicted. With all the aircraft assembled on the grid, the task committee decided to shorten the tasks and the Standard class got the short end of the stick by being asked to go as far as their higher performance brethren and leave later on a doubtful day.

Launching eventually commenced about 1330 hrs. and soon the Open and 15 Metre classes were going through the ever improving start gate (manned by John "shut up Alfa One" Weber and his band of stalwarts).

The 15 Metre class had an imposter in first place: Harry "go for broke" Polzl! Harry only knows one way to fly — fast. Hal Werneburg came second, the first Canadian contest day he hadn't won since the 1977 Nationals at Hawkesbury — quite an achievement. Hal has to be one of the best and most consistent pilots Canada has ever had. Wilf Krueger again placed third for the day, moving into fourth place overall, 2 points ahead of Andy Gough who had finished fifth for the day and dropped to fifth overall. Harry Polzl had vaulted into second place overall, ahead of Uli Werneburg who had a bad day (for him) finishing sixth and dropping to third overall. The deteriorating conditions caught out five of the 15 Metre class, who were joined by the luckless Karl Koetsch (in his Open class HP 14) on the ground (Karl landed just short for the second time in three days).

The rapid deterioration in the weather led the Standard class to be decimated with 12 of the 23 starters making out landings. That the conditions had deteriorated was amply demonstrated by the much slower speeds made by the later starting Standard class. Paul Sears won his first day with a speed of 85.4 km/h with Willem Langelaan coming home second with 79.7 km/h. There was a big gap then to Al Poldas who averaged 71.0 km/h. These times compared to the 97.5 km/h; 92.6 km/h; 95.8 km/h and 92.3 km/h for the top finishers in the Open and 15 Metre classes. Paul Sears' win moved him into second place but still 339 points behind Langelaan. Paul Thompson finished seventh for the day and relinquished second place overall, dropping to third, 31 points behind Paul Sears. Bruce Hea (Standard Libelle) turned in another creditable performance to finish fourth for the day and cement his hold on fourth place overall.

The late afternoon and early evening saw what wind there had been, die right away and weak lift continued late into the evening, enabling some of the Standard class to scrape home well after most other pilots had tied down and gone home for the night. Colin Tootill flying S.O.S.A.'s Hornet had the distinction of coming home last at 8.32 p.m. when the sun was getting close to disappearing behind the Rockies. He spent 45 minutes in one thermal and watched a farmer plough an entire field during the slow climb!

Day #4 Monday, July 14th

Standard Class
Open Class
15 Metre Class

Fort McLeod (15) Nobleford (14)
111.5 km Δ
Fort McLeod (15) Picture Butte (13)
149.4 km Δ

The weather promised a poor day and the task committee opted for two more short

tasks similar to the tasks set on day two. In the event, the tasks proved too much for the majority of the contestants and only twenty of the fifty-three gliders made it home.

The Standard class was hardest hit with only four of the twenty-three returning to Claresholm. If there was ever a day to land out in the Standard class then this was the day. The majority landed between 15 kms and 20 kms short. Helmut Gebenus, as he said at the pilots meeting next day: "Just sat up front and the ship did the rest!" Anyway, his ASW 19 brought him home first in a little over an hour and forty minutes. Bruce MacGowan, in another ASW 19 came second in exactly two hours, followed by Jim Strong, (Standard Jantar 2) (his best contest day) and finally Jim Carpenter (ASW 19). This finish by Carpenter was an excellent achievement as he left nearly one hour after the other three finishers and managed to struggle home at three minutes to five.

The overall lead in the Standard class was retained by Willem Langelaan, however, he lost points for exceeding recognition time. He was now 111 points ahead of Helmut Gebenus and 146 points ahead of Paul Sears who were in second and third places respectively. Perhaps the Standard class was not going to be a "walk over" after all?

The Open class hit disaster again. Dave Webb and Peter Lamla were flying together on the last leg and the race was on, in more ways than one — they were vying for the overall lead in the contest and they had gone through the start gate 45 seconds apart. They were thermalling together about 10 miles out, watched by Paul Sears sitting on the ground. They climbed from about 500 feet to 1,600 feet and then set on their final glide. Peter had the airfield made until, when pulling the water ballast jettison knob, he accidentally deployed his drogue chute. He was unable to jettison the chute and he was forced to land in a hurried fashion, half a mile short of the finish line. His landing was somewhat hard and Peter flew the remainder of the contest at less than normal pace, due to some cracks in the fibreglass around the wing drag pins. Dave was slightly behind Peter and lower and realized he was not going to be able to fly over the power lines that were situated about one mile out. He left his landing decisions late and was caught unawares by the strong wind gradient which dropped the Tinbus into the ground in a flying attitude but exceedingly hard. Dave unfortunately has a compressed vertebra as a result of this hard landing and the Tinbus suffered rather more severely, sadly putting a premature end to Dave's contest. Peter Lamla was disappointed not to have Dave Webb's challenge for the remainder of the contest, and remarked afterward that the day when he and Dave raced together for much of the triangle, was one of the most enjoyable flights he had ever made. At about the same time as all this drama was being enacted, Jim Oke landed his Standard Cirrus in a field next to the airfield.

This turn of events left the irrepressible Willie Krug (KW-45) to land one and a half hours later and win the day. The only other Open class ship home was Jim Cumming in the Phoebus. It seemed Jim's specialty in this contest was "heart stopping" circuits.

The weather that had dumped the Standard class 15 kms to 20 kms short had recycled by the time the 15 Metre class arrived and that enabled many more of them to make it home.

They had seven outlandings from the twenty-one starters. It was another episode of the Hal and Uli Show except Uli beat Hal quite convincingly for once. Harry Polzl flew flat out . . . into the ground and dropped from second to fifth place. Uli Werneburg moved back into second place overall with the consistent Dick Cofrin moving into third.

Day #5 Tuesday, July 15th

Standard
Open
15 Metre

Vauxhall (7) Milo (19) 269.5 km Δ

Vauxhall (7) Bassano (3) 313.1 km Δ

Strong winds blew the contestants very rapidly to the first turnpoint, 109 kms to the east. Paul Sears took about 45 minutes to reach the turn, an average of 145 km/h!!

The good conditions on the first leg gave way to much tougher flying on the second and third legs. The crosswind/headwind conditions, badly working cloud streets and many sucker clouds slowed everyone down. Many pilots had stories of getting away from close to the ground — Bruce MacGowan was down to 300 feet near Vulcan on the third leg. Another disconcerting feature of the day was the "badlands" along the second leg — most especially for the Open and the 15 Metre classes who flew to Bassano. Although the land was reasonably flat, it was uncultivated and, assuming an incident free landing could be made, missing rocks, gopher holes and bushes, a pilot could well have faced a twenty mile or more walk to civilization. Contestants found the wind that blew them so rapidly down the first leg, mysteriously died away along the second half of the second leg. Around Milo there were reports of zero wind that then picked up to 10 knots near Vulcan and 20/25 knots back at Claresholm.

Peter Lamla cruised home in first place in the Open class, beating Frank Markut in the Nimbus he was team flying with Heinz Rominger by an even 100 points. All the Open class completed the course.

Who came first and second in the 15 Metre class? Yes, Hal and Uli Werneburg, who strange to relate, never flew together throughout the contest. Hal Werneburg reported flying along a cloud street on the second leg at 120 knots for some while. In third and fourth places came Polzl and Cofrin. At the end of the day, the overall positions in the 15 Metre class were Hal Werneburg; Uli Werneburg; Dick Cofrin; Harry Polzl; Andy Gough and Wilf Krueger. These top six remained in their respective positions through the remaining three days of the contest. Ed Hellestelle shone in his RS-15, finishing fifth for the day and continued his climb through the field. Wilf Krueger joined five other 15 Metre contestants on the ground, losing any chance he had of finishing in the top three. Ian Oldaker landed 3.4 km short in his Lark 1S29D2.

Day #7 Thursday, July 17th

Paul Sears won the day for the Standard class, and moved into first place overall for the first time, for Willem Langelaan had had a bad day and dropped 264 points on Paul. Langelaan retained second spot ahead of Helmut Gebenus . . . by one point! Rainer Zimm (Standard Cirrus) tasted the heartbreak of landing by the airfield boundary fence; another 25 feet of altitude and he could have hopped the fence and rolled down the hill across the finish line. Jim Carpenter continued to make ground on the overall leader board and to demonstrate more of the form that is expected of him. His third place for the day led home Gebenus; Thompson and Oke.

Day #6 Wednesday, July 16th

Standard Class
Open Class
15 Metre Class

Bassano (3) Arrowwood (21) 256.7 km △

Bassano (3) Blackie (20) 270.9 km △

Another day similar to the previous one brought forth a task for the Standard class of similar distance (a little under 13 km less than day five). The Open class and 15 Metre class had ten percent chopped from the distance they had to fly, compared to the previous day.

The Standard class were launched first at noon and the start gate opened at 1236 hrs. Paul Sears left shortly thereafter and was back two hours, fifty minutes later to win the day. We had to wait for another half an hour for the next finisher, Jim Oke, and three hours for the last Standard class finisher, Candace Maté (ASW 19). Only one Standard class contestant failed to make home base — Bob Holman (Standard Cirrus) was unfortunate to be the odd man out. Willem Langelaan had not started until 1300 hrs. but proved the conditions were still good by finishing second fastest, only 2 km/h slower than Sears. Jim Carpenter again came third and climbed from ninth to sixth place overall. But for his poor performances on days two and three, he could well have been challenging for the lead.

The 15 Metre class was again won by Hal Werneburg whose average speed was 102.2 km/h, the third time that he had averaged over 100 km/h in this contest. There were nineteen average speeds of over 100 km/h throughout the contest. Harry Polzl did not quite crack 100 km/h today but still managed second place with 99.7 km/h. Uli Werneburg finished fourth, just behind Dick Cofrin, and dropped further astern of his brother in the fight for the lead. Four 15 Metre contestants made outlandings: Peter Masak (HP-18); Cec Sorensen (1-35); Terk Bayly (PIK 20) and Kapi Parks (ASW 20).

The Open class all made it home for the second consecutive day, led predictably, by Peter Lamla who continued to outdistance his competitors. It would have been interesting, one thought, to see what Mike Apps (HP-14) could have done with a more competitive ship.

Standard Class
Open Class
15 Metre Class

Taber (8) Cassils (4) 328.4 km △

The weather was predicted to be good — the task committee therefore decided to give everyone the same long 328.4 km triangle. Launch order was to be Standard class, 15 Metre class and Open class.

As predicted, strong lift developed and large cu formed over the airfield, however, intermittent rain showers, some quite heavy, caused all manner of problems.

The Standard class were lucky to be launched first and by the time they were all in the air and the 15 Metre class were being launched, a rain storm swept across the airfield and start gate area. Nine Standard class pilots elected to go through the start gate at around 1300 hrs., in spite of the fact that the rain caused them to lose large chunks of height in doing so. The start gate had been open for some time at that point and the radio had been deathly quiet, immediately after it opened for the first time in the contest. Comments to the effect that the start gate had B.O. were heard, followed shortly by some minstrel treating 123.3 listeners to a rendition of "Singing in the Rain." The unknown singer was quickly corrected by a glider pilot, who explained that more appropriate lyrics were "Sinking in the Rain!"

Meanwhile, launching of the 15 Metre class was discontinued as it started to rain — gliders! All of a sudden the radio was filled with pilots calling in that they were landing for a re-light. The radio traffic was filled with pilots calling that they were "landing 20 left;" "landing 20 right;" "landing right behind 24;" "landing 32 right" . . . It sounded chaotic. Two tow planes got tired of waiting for all the gliders to land and landed on a road adjacent to the airfield to wait out the rush!

Whilst all this was going on, the lucky pilots who had made a start had found a thermal just over Claresholm Town that had scrapped some of them off the ground and took them to cloud base. With an obliging cloud street stretching along track, rapid speeds ensued for them, to Picture Butte. Cloud base, however, dropped from 9,000 feet A.S.L. (5,700 feet A.G.L.) at Claresholm to about 6,000 feet A.S.L. (3,000 feet A.G.L.) near Picture Butte, two thirds of the way along the first leg. Thereafter, conditions become tough.

If it was tough for those at the first turnpoint, it was even tougher for the many pilots who had been washed out of the sky and had to take re-lights. Eventually, all the gliders were launched, re-launched and quite a few re-launched a second and some even a third time. Several contestants at this point gave up the unequal struggle and chose not to attempt the task. The final start was made by John Brennan (PIK 20D) at 1551 hrs.

At this stage it had to be apparent to most that today was going to be a "distance day." Eventually when all gliders were accounted for late that night, only six of the fifty three

contestants had made it home. The six were all Standard class pilots: Sears; Carpenter; MacGowan; Strong; Langelaan and Oke, and all came home dodging rain showers under dark overcast skies. Four of the six were in the group of nine who left around 1300 hrs. The two exceptions were Jim Carpenter who did not leave until 1348 hrs. and did exceptionally well to finish, and Willem Langelaan who left at 1357 hrs. and performed a miracle by coming home at 1852 hrs. Several other pilots left about this time and did well to get close to home: Dick Cook (Standard Cirrus) left at 1400 hrs. and completed 318.7 km; Peter Lamla left at 1355 hrs. and completed 306.3 km; Peter Masak 1354 hrs. and Uli Werneburg 1346 hrs., both completed 304.9 km, landing in the same field.

At the end of the day there were some very tired crews and pilots trailing home — Walter Herten landed at the second turnpoint and did not get home until 5 a.m. the next morning.

Karl Doetsch reported that his barograph trace had gone below the baseline when he had got low on the second leg where the ground was, in places, 2,500 feet A.S.L. compared to Claresholm's 3,325 feet A.S.L.

The vast majority of the outlandings were made along the second leg with only 20 contestants (including the six finishers) rounding the second turnpoint. Harry Polzl comes in for special mention as his picture of the second turnpoint was assessed as being taken from a stepladder! Then he went another 10 kms!

Unfortunately the day was marred by a further accident. Lloyd Bungey did immense damage to his (PIK 20B) in an out-landing accident.

After all the points had been tallied, the status quo at the head of each class remained. The 15 Metre class was won by Uli Werneburg and Peter Masak jointly. Uli moved to within 118 points of Hal. The Standard class was won by Paul Sears who again arrived home half an hour before the next finishers. It looked though that Sears was in an unbeatable position 248 points ahead of Langelaan as indeed was Peter Lamla at the head of the Open class.

Day #8 Friday, July 18th

Standard Class
Open Class
15 Metre Class

Fort MacLeod (15) Nobleford (14)
111.5 km △

Fort MacLeod (15) Picture Butte (13)
149.4 km △

The last day was a re-run of day #4 for the tasks, however, the weather was somewhat different. With a trough extending right across the area, a cloudy day with showers was predicted.

With Sears and Lamla leading their respective classes by comfortable margins, the main interest centred on the 15 Metre class where Uli Werneburg trailed Hal by 118 points. It seemed unlikely that Hal

would make a mistake of the magnitude necessary to lose his lead.

With the weather looking none too promising, everyone was eager to get away and complete the last task without mishap. The contestants who rushed away made the right decision, for although it was never good lift around the airfield, conditions progressively became worse through the afternoon. Peter Schwirtlich flying the Hornet in the Standard class fell out but gritted his teeth, relit and started at 1420 hrs., over half an hour later than the previous starter through the gate. In conditions that would not have troubled most people to get the glider out of the hangar, Peter did well to make 92 km.

Half an hour after Schwirtlich left, Sears arrived home, followed thirty seconds later by Carpenter. That finish assured Paul Sears of the Standard class championship that he had first won the previous year. The day, though, for the Standard class was won by Bruce MacGowan who had had an excellent first contest and won the Trophy for the best placing by a novice in the Nationals — third behind Sears and Langelaan. MacGowan just pipped Carpenter for third by 23 points. Paul Thompson, disappointingly for him, landed out and lost the third place he had been holding all the contest. However, Paul can feel proud of his achievements during this contest and he must rate as the most improved pilot — last year in the Nationals he averaged 233 points per day, and this year 759 points per day.

Peter Lamla cruised home to win the Open class, however, things obviously were not easy for four of the seven Open class landed short. The day again was not won by the class champion but by Dave Marsden in Sigma, who finished third overall in the Open class behind Lamla and Mike Apps.

The 15 Metre class was won by yet another new face on the winner board — that of Lee Coates (PIK 20B). Lee's winning

speed of 70.7 km/h reflected the tougher conditions encountered on the longer task — (MacGowan won the Standard class at 77.6 km/h). Hal Werneburg predictably cruised home to win the 15 Metre class championship for the second year running. His brother, Uli, could make no impression on Hal's 118 point lead and ended the day second in the championship (as last year) slightly further behind Hal. Dick Cofrin, Harry Polzl and Andy Gough completed the top placings in the 15 Metre class. Tony Burton (RS 15) won the prize (for the entire contest) for the man to land closest to the finish line without crossing it. Tony landed inside the airfield boundary about 400 metres short, and will probably spend the rest of his life reflecting on where he went wrong!

The contest was over. Eight contest days produced 76,666.7 km of cross country flying, that is, very nearly 48,000 miles.

The Open class had 59 starts and 41 finishes, a finish rate of 60%. The 15 Metre class had 168 starts and 118 finishes, a finish rate of 70%. The Standard class had 170 starts and 107 finishes, a finish rate of 63%.

So much for numbers, what was it like? It was a fun time. Lots of lessons were learned. There were new friends made and acquaintances renewed. It was the biggest Canadian Nationals ever, and the most competitive. The organizers ran the contest well, whilst suffering manpower disadvantages.

In the two competitive classes, it was interesting to note that the winners Werneburg and Sears both had leads of over 1,000 points over the third man in their class. These two show themselves to be the top pilots in Canada at the moment . . . by a margin. There are a host of second division pilots who chase the first division of Werneburg and Sears. They would be Lamla, Langelaan, Uli Werneburg, Polzl, Carpenter

and obviously Webb and Mamini. MacGowan too, is a man to watch.

The prospects for Canadian competitive gliding look good and next year's World Contest may well show the best Canadian result ever (Mix was 4th at Marfa, 1970).

Colin Tootill

1980 CHAMPIONSHIPS

PERSONNEL

Contest Managers	Rick Matthews Al Poldas Rainer Zimm
Contest Director	Art Schubert
Weatherman	Manfred Drews
Field Manager	Paul Pentak Assisting: Steve Wienhold Ed Dumas
Start Gate Manager	John Weber Assisting: Jack Davies Corrine Palmer Hans Konig
Speed Gate Manager	Keith Peters
Finish Gate Manager	Ken Palmer Assisting: Ella Bradley
Scorer	George Dunbar
Publicity	Clarke Campbell
Office	Ruth Jennings Assisting: Wendy Byatt Rebecca Hamilton

1980 CANADIAN SOARING CHAMPIONSHIPS

Claresholm, Alberta — July 9 - 19, 1980
(Sponsored by the Alberta Soaring Council)

15m. CLASS RESULTS

			<<< Day 1 - July 9 >>>						<<< Day 2 - July 11 >>>						<<< Day 3 - July 13 >>>						<<< Day 4 - July 14 >>>						
			Triangle: Enchant — Arrowwood (257.7 km)						Triangle: Picture Butte — Champion (155.3 km)						Strathmore — Out and Return (234.4 km)						Triangle: Fort Macleod — Picture Butte (149.4 km)						
			Speed		Daily		Accum.		Speed		Daily		Accum.		Speed		Daily		Accum.		Speed		Daily		Accum.		
			(kph)		Pts. Std		Pts. Std		(kph)		Pts. Std		Ptd. Std		(kph)		Pts. Std		Pts. Std		(kph)		Pts. Std		Pts. Std		
24	H. Werneburg	M. Nimbus	109.5	1000	1	1000	1	109.6	1000	1	2000	1	92.3	954	2	2954	1	69.0	902	2	3856	1					
SS	U. Werneburg	Mosquito	101.0	869	2	869	2	107.7	969	2	1838	2	76.2	744	6	2582	3	74.9	1000	1	3582	2					
3Y	R. Cofrin	PIK20B	94.1	763	5	763	5	99.5	836	6	1599	5	80.1	795	4	2394	6	64.8	831	3	3225	3					
A1	H. Polzl	PIK20B	92.4	736	7	736	7	100.9	859	5	1595	6	95.8	1000	1	2595	2	(128.3)	429	18	3024	5					
74	A. Gough	M. Nimbus B	95.8	789	3	789	3	103.1	894	4	1683	3	79.9	793	5	2476	5	56.7	696	5	3172	4					
K2	W. Krüeger	ASW-20	93.2	749	6	749	6	104.6	919	3	1668	4	81.2	810	3	2478	4	(129.5)	433	16	2911	6					
IY	P. Masak	HP18	94.8	773	4	773	4	89.4	672	10	1445	7	75.8	740	7	2185	7	55.8	681	7	2866	7					
KH	Hollestell	RS-15	85.9	636	11	636	11	89.3	670	11	1306	9	65.0	598	12	1904	10	48.4	558	10	2462	9					
TC	L. Coates	PIK20B	90.0	699	8	699	8	77.9	485	16	1184	11	73.2	705	8	1889	11	(138.8)	465	15	2354	11					
3B	C. Bantin	RS-15	81.8	573	15	573	15	90.3	686	9	1259	10	72.6	697	9	1956	9	47.5	543	12	2499	8					
77	J. Brennan	PIK20D	83.1	593	13	593	13	98.0	811	7	1404	8	69.9	637*11	2041	8	(129.5)	408*17	2449	10							
GE	R. Gairns	Libell. 301	67.6	354	18	354	18	83.3	573	13	927	17	(216.8)	463	17	1390	17	54.6	661	8	2051	15					
TI	D. Pandur	Schw. 1-35	86.6	647	10	647	10	75.3	443	17	1090	13	54.5	500	15	1590	13	59.5	743	4	2333	12					
EE	T. Burton	RS-15	88.3	648*	9	648	9	74.4	428	18	1076	14	(129.5)	276	20	1352	18	52.9	633	9	1985	16					
TT	D. Harper	Schw. 1-35	82.6	585	14	585	14	(150.7)	279	20	864	19	65.0	598	12	1462	15	(123.5)	413	19	1875	17					
AS	Paif./Kurl	PIK20	(33.2)	42	20	42	20	84.6	544*14	586	20	(176.6)	377	19	963	20	(112.3)	376	20	1339	21						
EC	C. Sorensen	Schw. 1-35	62.6	325	19	325	19	92.3	719	8	1044	15	46.5	500	15	1544	14	47.6	544	11	2088	14					
LB	L. Bungey	PIK20B	73.8	450	16	450	16	88.9	664	12	1114	12	59.7	529	14	1643	12	46.9	533	14	2176	13					
EY	I. Oldaker	IS-29D2	83.9	605	12	605	12	71.7	384	19	989	16	(202.3)	432	18	1421	16	(32.4)	108	21	1529	19					
ZX	T. Bayly	PIK20	71.3	361*17	361	17	361	17	80.8	532	15	893	18	(65.7)	140	21	1033	19	47.1	536	13	1569	18				
UZ	K. Parks	ASW-20	DNC	0	21	0	21	DNC	0	21	0	21	70.2	666	10	666	21	56.5	693	6	1359	20					

15m. CLASS RESULTS

			<<< Day 5 - July 15 >>>				<<< Day 6 - July 16 >>>				<<< Day 7 - July 17 >>>				<<< Day 8 - July 18 >>>							
			Triangle: Vauxhall — Bassano (313.1 km)				Triangle: Bassano — Blackie (270.9 km)				Triangle: Taber — Cassils (328.4 km)				Triangle: Fort Macleod Picture Butte (149.4 km)							
			Speed	Daily	Accum.		Speed	Daily	Accum.		Speed	Daily	Accum.		Speed	Daily	Accum.					
			(kph)	Pts.	Std	Pts.	Std	(kph)	Pts.	Std	Pts.	Std	(kph)	Pts.	Std	Pts.	Std	Pts.	Std			
24	H. Werneburg	M. Nimbus	97.3	1000	1	4856	1	102.2	1000	1	5856	1	(205.7)	652	5	6508	1	67.0	938	2	7446	1
SS	U. Werneburg	Mosquito	95.4	974	2	4556	2	91.0	834	4	5390	2	(304.9)	1000	1	6390	2	65.6	915	3	7305	2
3Y	R. Cofrin	PIK20B	94.6	963	4	4188	3	91.1	835	3	5023	3	(211.6)	673	4	5696	3	55.2	740	10	6436	3
A1	H. Polzi	PIK20B	94.8	966	3	3990	4	99.7	963	2	4953	4	(205.4)	651	6	5604	4	(114.4)	403	16	6007	4
94	A. Gough	M. Nimbus B	67.8	594	12	3766	5	79.5	663	9	4429	5	(164.7)	509	9	4938	5	59.1	806	8	5744	5
K2	W. Krüeger	ASW-20	(261.5)	388	18	3299	6	79.8	667	6	3966	6	(240.9)	725*	3	4691	6	64.9	853*	5	5544	6
IY	P. Masak	HP18	(222.6)	330	21	3196	8	(201.1)	292	19	3488	10	(304.9)	1000	1	4488	7	63.3	876	4	5364	7
KH	Hollestell	RS-15	81.0	776	5	3238	7	79.6	664	7	3902	7	(178.1)	555	7	4457	8	55.1	739	11	5196	8
TC	L. Coates	PIK20B	77.2	723	6	3077	9	74.5	589	11	3666	9	(152.8)	466	12	4132	9	70.7	1000	1	5132	9
3B	C. Bantin	RS-15	(295.3)	438	17	2937	12	69.5	514	15	3451	11	(155.8)	477	11	3928	10	61.0	838	7	4766	10
77	J. Brennan	PIK20D	69.9	623	10	3072	10	80.2	673	5	3745	8	(49.8)	105	19	3850	11	61.4	844	6	4694	11
GE	R. Gairns	Libelle 301	74.8	690	7	2741	13	79.6	664	7	3405	12	(113.4)	328	18	3733	13	57.8	784	9	4517	12
TI	D. Pandur	Schw. 1-35	68.7	606	11	2939	11	66.2	465	16	3404	13	(124.0)	365	13	3769	12	(112.5)	396	17	4165	13
EE	T. Burton	RS-15	71.1	639	9	2624	14	75.0	571*13		3195	14	(124.0)	365	13	3560	14	(149.0)	525	13	4085	14
TT	D. Harper	Schw. 1-35	63.4	533	14	2408	17	65.6	456	17	2864	16	(124.0)	365	13	3229	16	53.8	717	12	3946	15
AS	Palf./Kurl	PIK20	73.1	667	8	2006	18	76.4	617	10	2623	18	(156.7)	480	10	3103	18	(137.1)	483	14	3586	16
EC	C. Sorensen	Schw. 1-35	59.8	484	15	2572	15	(185.3)	269	20	2841	17	(124.0)	365	13	3206	17	(107.0)	377	18	3583	17
LB	L. Bungey	PIK20B	(251.5)	373	19	2549	16	69.8	519	14	3068	15	(123.9)	364	17	3432	15	0.0	0	20	3432	18
EY	I. Oldaker	IS-29D2	(309.7)	459	16	1988	19	77.7	586*12		2574	19	0.0	0	20	2574	20	(117.8)	415	15	2989	19
ZX	T. Bayly	PIK20	(227.6)	338	20	1907	21	(177.5)	257	21	2164	21	(165.2)	510	8	2674	19	(52.2)	184	19	2858	20
UZ	K. Parks	ASW-20	65.9	568	13	1927	20	(204.4)	296	18	2223	20	0.0	0	20	2223	21	0.0	0	20	2223	21

(1) '*' indicates a penalty for a turnpoint photo out of the proper quadrant.

(2) 'AS' was flown by the team of B. Palfreeman and H. Kurlents.

(3) Results shown in () indicate distances (km.) flown.

1980 CANADIAN SOARING CHAMPIONSHIPS

Claresholm Alberta — July 9 - 19, 1980

(Sponsored by the Alberta Soaring Council)

OPEN CLASS RESULTS

			<<< Day 1 - July 9 >>>				<<< Day 2 - July 11 >>>				<<< Day 3 - July 13 >>>				<<< Day 4 - July 14 >>>							
			Triangle: Enchant — Arrowwood (257.7 km)				Triangle: Picture Butte — Champion (155.3 km)				Strathmore — Out and Return (234.4 km)				Triangle: Fort Macleod — Picture Butte (149.4 km)							
			Speed	Daily	Accum.		Speed	Daily	Accum.		Speed	Daily	Accum.		Speed	Daily	Accum.					
			(kph)	Pts.	Std	Pts.	Std	(kph)	Pts.	Std	Pts.	Std	(kph)	Pts.	Std	Pts.	Std	Pts.	Std			
PR	P. Lamla	Nimbus II	104.4	998	2	998	2	121.7	1000	1	1998	1	84.6	814	3	2812	2	(149.0)	810	3	3622	2
LT	M. Apps	HP-14	84.1	675	6	675	6	92.5	663	4	1338	4	74.1	663	4	2001	4	(100.6)	547	8	2548	5
Σ	D. Marsden	Sisma	95.4	855	4	855	4	100.4	754	3	1609	3	92.6	929	2	2538	3	(109.2)	594	7	3132	3
11	W. Krus	KW45	86.7	716	5	716	5	69.0	438	7	1154	5	64.8	528	6	1682	5	54.3	1000	1	2682	4
KR	Rom./Markut	Nimbus 2C	79.6	578*	7	578	7	73.9	448	6	1026	6	67.2	563	5	1589	6	(128.8)	701	5	2290	6
ZT	K. Doetsch	HP-14	(243.9)	316	9	316	9	83.5	559	5	875	8	(227.2)	424	8	1299	7	(112.3)	611	6	1910	8
JC	J. Cummins	Phoebus C	73.0	498	8	498	8	(83.4)	235	8	733	9	53.7	438	7	1171	8	46.0	928	2	2099	7
EZ	D. Webb	DWB-2	104.5	1000	1	1000	1	108.7	850	2	1850	2	97.5	1000	1	2850	1	(147.4)	802	4	3652	1
RM	R. Mamini	ASW-12	100.8	941	3	941	3	DNC	0	9	941	7	DNC	0	9	941	9	DNC	0	9	941	9

			<<< Day 5 — July 15 >>>				<<< Day 6 - July 16 >>>				<<< Day 7 - July 17 >>>				<<< Day 8 - July 18 >>>							
			Triangle: Vauxhall — Bassano (313.1 km)				Triangle: Bassano — Blackie (270.9 km)				Triangle: Taber — Cassils (328.4 km)				Triangle: Fort Macleod Picture Butte (149.4 km)							
			Speed	Daily	Accum.		Speed	Daily	Accum.		Speed	Daily	Accum.		Speed	Daily	Accum.					
			(kph)	Pts.	Std.	Pts.	Std.	(kph)	Pts.	Std.	Pts.	Std.	(kph)	Pts.	Std.	(kph)	Pts.	Std.	Pts.	Std.		
PR	P. Lamla	Nimbus II	88.4	1000	1	4622	1	97.7	1000	1	5622	1	(306.3)	1000	1	6622	1	63.6	986	2	7608	1
LT	M. Apps	HP-14	80.9	864	3	3412	4	86.1	777	2	4189	3	(215.4)	683	2	4872	2	59.5	935	3	5807	2
Σ	D. Marsden	Sisma	80.7	860	4	3992	2	77.5	612	4	4604	2	0.0	0	6	4604	3	64.7	1000	1	5604	3
11	W. Krus	KW45	51.4	357	7	3039	6	70.5	478	6	3517	6	(172.6)	533	3	4050	4	(116.2)	528	6	4578	4
KR	Rom./Markut	Nimbus 2C	82.9	900	2	3190	5	79.4	649	3	3839	4	0.0	0	6	3839	5	(135.4)	615	5	4454	5
ZT	K. Doetsch	HP-14	76.0	775	5	2685	8	74.7	559	5	3244	7	(127.6)	376	4	3620	7	(113.1)	514	7	4134	6
JC	J. Cummins	Phoebus C	67.0	611	6	2710	7	69.6	461	7	3171	8	(112.5)	323	5	3494	8	(136.6)	621	4	4115	7
EZ	D. Webb	DWB-2	DNC	0	8	3652	3	DNC	0	8	3652	5	DNC	0	6	3652	6	DNC	0	8	3652	8
RM	R. Mamini	ASW-12	DNC	0	8	941	9	DNC	0	8	941	9	DNC	0	8	941	9	DNC	0	8	941	9

Notes:

(1) '*' indicates a penalty for a turnpoint photo out of the proper quadrant.

(2) 'KR' was flown by the team of H. Rominser and F. Markut.

(3) Results shown in () indicate distances (km.) flown.

STANDARD CLASS RESULTS

			<<< Day 5 - July 15 >>>					<<< Day 6 - July 16 >>>					<<< Day 7 - July 17 >>>					<<< Day 8 - July 18 >>>				
			Triangle: Vauxhall — Milo (269.5 km)					Triangle: Bassano — Arrowwood (256.7 km)					Triangle: Taber — Cassils (328.4 km)					Triangle: Fort Macleod — Nobleford (111.5 km)				
			Speed	Daily		Accum.	Speed	Daily		Accum.	Speed	Daily		Accum.	Speed	Daily		Accum.				
			(kph)	Pts.	Std.	Pts. Std.	(kph)	Pts.	Std.	Pts. Std.	(kph)	Pts.	Std.	Pts. Std.	(kph)	Pts.	Std.	Pts. Std.				
JK	P. Sears	Std. Libel	90.8	1000	1	4318	1	90.9	1000	1	5318	1	82.7	1000	1	6318	1	74.4	959	3	7277	1
52	Lanselaan	Jantar S2	69.2	736	9	4200	2	88.9	968	2	5168	2	66.8	902	5	6070	2	67.7	875	5	6945	2
XG	D. MacCowan	ASW-19	68.1	723	10	3619	7	69.8	664	8	4283	8	74.4	949	3	5232	5	77.6	1000	1	6232	3
ZZ	Carpenter	ASW-19B	83.7	913	3	3441	9	82.9	873	3	4314	6	76.5	962	2	5276	4	72.3	933	4	6209	4
JO	J. Oke	Cirrus B	76.2	822	6	3454	8	78.6	504	6	4258	9	64.8	889	6	5147	7	76.2	982	2	6129	5
T2	P. Thompson	Std. Cirrus	76.3	823	5	4110	4	76.4	769	7	4879	3	(265.9)	644	11	5523	3	(100.3)	546	14	6067	6
XZ	H. Gebenus	ASW-19B	78.2	846	4	4199	3	68.7	646	10	4845	4	(143.4)	347	17	5192	6	59.4	770	8	5962	7
4N	R. Cook	Std. Cirrus	70.0	746	8	3740	6	63.0	555	15	4295	7	(318.7)	747*	7	5042	8	65.5	847	7	5859	8
ZZ	A. Poldas	Std. Jantar	(98.4)	203	22	3176	12	79.9	825	4	4001	11	(303.8)	736	8	4737	11	66.5	859	6	3596	9
JJ	J. Strong	Std. Jantar	(232.1)	480	19	3248	11	69.2	654	9	3902	12	70.7	926	4	4828	9	49.1	639	10	5467	10
DW	Tootil/Schw	Hornet	67.0	710	11	3424	10	67.1	621	14	4045	10	(297.5)	721	10	4766	10	(92.5)	504	15	5270	11
JS	B. Hea	Libelle 201	83.9	916	2	3852	5	79.7	822	5	4674	5	0.0	0	21	4674	12	(105.8)	576	13	5250	12
SX	W. Herten	KA6E	54.5	557	14	3072	13	53.6	421	18	3493	15	(197.1)	477	13	3970	15	45.2	607	12	4577	13
JM	R. Zimm	Std. Cirrus	(268.5)	555	17	2996	14	68.7	646	10	3642	13	(303.3)	735	9	4377	13	DNC	0	18	4377	14
5C	C. Mate	ASW-19	(257.3)	532	18	2759	17	46.1	396*21	3155	17	(161.3)	366*16	3521	17	52.1	652*	9	4173	15		
TH	D. Seward	Libel. 201	74.9	806	7	2912	15	67.4	625	13	3537	14	(247.5)	600	12	4137	14	0.0	0	18	4137	16
RK	Springford	KA6CR	54.8	561	13	2833	16	58.3	480	17	3313	16	(164.9)	399	15	3712	16	(73.6)	401	17	4113	17
19	R. Matthews	ASW-19	55.2	566	12	2478	18	53.9	421	18	2899	18	(58.8)	142	19	3041	19	48.8	635	11	3676	18
RJ	J. Kopala	ASW-19	(217.9)	450	20	2326	21	60.1	509	16	2835	19	(196.7)	477	13	3312	18	0.0	0	18	3312	19
RB	J. Tinkler	Astir CS	48.5	557	14	1701	23	67.9	633	12	2334	22	(63.5)	154	18	2488	22	(81.9)	446	16	2934	20
PE	R. Holman	Std. Cirrus	51.5	557	14	2470	19	(179.0)	293	22	2763	21	(31.7)	77	20	2840	21	0.0	0	18	2840	21
HI	J. Vesely	DG-100	(217.9)	450	20	2412	20	48.0	421	18	2833	20	0.0	0	21	2833	20	0.0	0	18	2833	22
CC	Churchill	Std. Jantar	DNC	0	23	1775	23	DNC	0	23	1775	23	DNC	0	21	1775	23	DNC	0	18	1775	23

Notes:

- (1) '*' indicates a penalty for a turnpoint photo out of the proper quadrant.
- (2) 'DW' was flown by the team of C. Tootill and P. Schwitlich.
- (3) Results shown in () indicate distances (km.) flown.
- (4) '#' indicates a penalty for exceeding recognition time.

1980 CANADIAN SOARING CHAMPIONSHIPS Claresholm, Alberta — July 9 - 19, 1980 (Sponsored by the Alberta Soaring Council)

STANDARD CLASS RESULTS

			<<< Day 1 - July 9 >>>			<<< Day 2 - July 11 >>>			<<< Day 3 - July 13 >>>			<<< Day 4 - July 14 >>>										
			Triangle: Enchant — Vulcan (203.0 km)			Triangle: Nobleford — Champion (127.7 km)			Strathmore — Out and Return (234.4 km)			Triangle: Fort Macleod — Nobleford (111.5)										
			Speed	Daily	Accum.	Speed	Daily	Accum.	Speed	Daily	Accum.	Speed	Daily	Accum.								
			(kph)	Pts. Std.	Pts. Std.	(kph)	Pts. Std.	Pts. Std.	(kph)	Pts. Std.	Pts. Std.	(kph)	Pts. Std.	Pts. Std.								
JK	P. Sears	Std. Libel	100.5	967	4	967	4	74.2	623	10	1590	4	85.4	1000	1	2590	2	(94.0)	728	10	3318	3
52	Langelaan	Jantar S-2	101.4	978	2	978	2	101.9	1000	1	1978	1	79.7	951	2	2929	1	(92.1)	535*19	3464	1	
XG	B. MacGowan	ASW-19	87.5	799	8	799	8	84.7	766	4	1565	6	(127.0)	383	19	1948	9	55.8	948	2	2896	8
ZZ	Carpenter	ASW-19B	85.3	771	9	771	9	55.4	446	18	1217	13	(134.4)	405	18	1622	15	47.6	906	4	2528	12
JO	J. Oke	Cirrus B	95.0	896	5	896	5	(112.1)	391	20	1287	11	(162.1)	489	16	1776	11	(110.5)	856	5	2632	10
T2	P. Thompson	Std. Cirrus	101.4	978	2	978	2	86.4	789	3	1767	2	61.2	792	7	2559	3	(94.0)	728	10	3287	4
XZ	H. Gebenus	ASW-19B	91.6	852	7	852	7	83.1	744	5	1596	3	57.1	757	9	2353	6	65.8	1000	1	3353	2
4N	R. Cook	Std. Cirrus	93.3	874	6	874	6	77.9	674	8	1548	7	48.5	707	10	2255	7	(95.4)	739	9	2994	5
7Z	A. Poldas	Std. Jantar	103.1	1000	1	1000	1	64.5	491	15	1491	8	71.0	882	3	2373	5	(77.4)	600	18	2973	6
JJ	J. Strong	Std. Jantar	(57.9)	323	21	323	21	75.9	646	9	969	17	68.4	854	6	1823	10	55.1	945	3	2768	9
DW	Tootil/Schw	Hornet	75.3	642	14	642	14	83.0	743	6	1385	9	43.4	707	10	2092	8	(60.3)	622	17	2714	11
JS	B. Hea	Libelle 201	84.3	758	10	758	10	89.2	827	2	1585	5	70.8	875	4	2460	4	(61.4)	476	20	2936	7
SX	W. Herten	KA6E	73.3	616	15	616	15	67.3	529	13	1145	14	(202.2)	610	12	1755	13	(98.1)	760	8	2515	13
JM	R. Zimm	Std. Cirrus	80.8	713	12	713	12	(43.2)	151	22	864	19	68.9	858	5	1722	14	(92.8)	719	13	2441	14
5C	C. Mate	ASW-19	77.7	673	13	673	13	74.3	600*11	1273	12	(78.4)	236	22	1509	17	(92.7)	718	14	2227	16	
TH	D. Seward	Libel. 201	(173.3)	400	20	400	20	(43.2)	151	22	551	22	58.6	770	8	1321	19	(101.4)	785	6	2106	17
RK	Springford	KA6CR	70.2	576	16	576	16	61.8	455	17	1031	15	(175.3)	528	13	1559	16	(92.1)	713	16	2272	15
19	R. Matthews	ASW-19	0.0	0	22	0	22	78.4	680	7	680	21	(171.4)	517	14	1197	20	(92.3)	715	15	1912	20
RJ	J. Kopala	ASW-19	(194.1)	448	19	448	19	(98.4)	343	21	791	20	(104.8)	316	21	1107	22	(99.3)	769	7	1876	21
RB	J. Tinkler	Astir CS	0.0	0	22	0	22	50.5	446	18	446	23	(107.0)	323	20	769	23	(48.4)	375	22	1144	23
PE	R. Holman	Std. Cirrus	(197.6)	456	18	456	18	64.7	494	14	950	18	(169.8)	512	15	1462	18	(58.2)	451	21	1913	18
HI	J. Vesely	DG-100	65.1	511	17	511	17	64.2	487	16	998	16	(63.8)	192	23	1190	21	(99.7)	722	12	1912	19
CC	Churchill	Std. Jantar	81.4	721	11	721	11	72.5	600	11	1321	10	(150.7)	454	17	1775	12	DNC	0	23	1775	22

Nationals

continued

HANGAR FLYING

bon fibre wings. That would give, with 250 soaring hours per year, a lifetime of 24 years — with a safety factor of three!

SCHEMPP-HIRTH, the builder of the NIMBUS-2, and the supplier of the test wing, pioneered in the full utilisation of carbon fibre in sailplane construction. As a result, now more than 80% of the sailplanes produced by SCHEMPP-HIRTH are delivered with carbon wings.

18,000 HOURS' FLIGHT TIME SIMULATED WITH NIMBUS-2

No lesser agency than the German Ministry of Transport took an interest in the life expectancy of carbon fibre wings for sailplanes. Therefore the DFVLR (German Research and Testing Institute of Air and Space Travel) in Stuttgart tested the inner wing section of a carbon fibre NIMBUS-2 from SCHEMPP-HIRTH (the NIMBUS has a 4-section wing).

18,000 hours flight time were simulated in a special program, by stressing the wing through a specially designed computer-guided stressing rig. At the end of the flight simulation program, the wing was heated to 54°C (129°F) and a failure test was made.

At a load of approximately 68% over the calculated maximum stress-point — which already yields hefty safety margin over the loads incurred at red line — the load transfer assembly failed. The inner wing panel itself survived the test without damage.

With the completion of this testing program, one can be certain, that the German National Aviation Board will allow a lifetime of 6,000 flight hours for sailplanes with car-

JANUS-C RECEIVES TYPE CERTIFICATION

The JANUS-C, the first high performance two-seat sailplane with carbon fibre wings, has just received its final Type Certification from the German National Aviation Board.

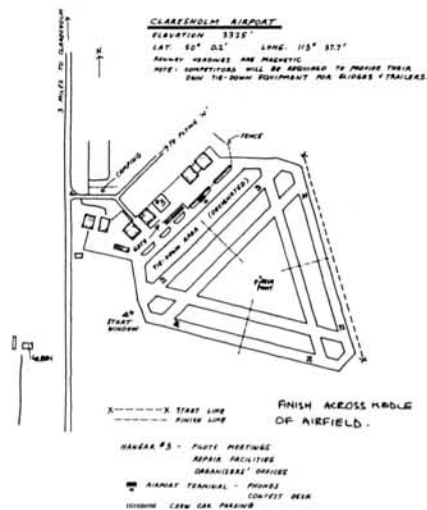
This aircraft was developed from the JANUS-B with the span increased to 20 meters (65.6 ft.). The performance of the sailplane increased along with the span.

The authors of the test report in FLIEGER-MAGAZIN, Dr. Siegfried Baumgartl and Dr. Klaus Ahrens, both members of the German National Soaring Team, state, that the JANUS-C is

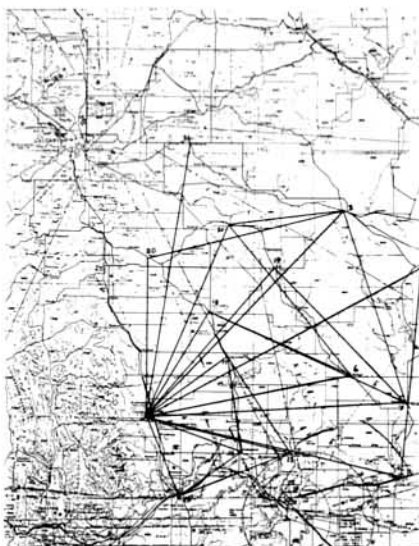
"By a large margin the best two-seat high performance sailplane."

"Again this year, Bathurst Heights S.S., in conjunction with York Soaring, is running a Ground School for Glider Pilots. The twelve week course costs \$12 and begins Jan. 8. Register in person at 640 Lawrence Ave. W., Toronto or by phone 787-4291."

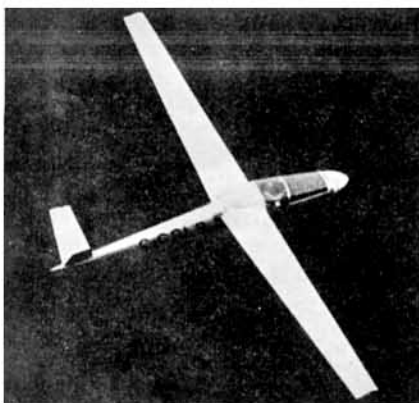
The school has run this course for several years and several members of the course are now with Toronto area clubs.



Claresholm Airport



Task Triangles (see photos page 20).



Aluminum Tadpole (see page 17)



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CLUB NEWS

Another small corner of the province of Quebec is growing and enriching itself.

St-Charles-de-Mandeville, situated on the northeast shore of Lac Maskinongé in the Laurentians, is now more prominent on the map.

The Aéro-Club des Outardes was founded in 1978. A dozen persons interested in this sport, under the leadership of Jean-Paul Chartrand, president, pilot and chief instructor of gliders, purchased a 2-33A Schweizer (1979). This adventure had a late start as it was already late August. A super-cub PA I was rented to a group of proprietors in the area and the runway rented to Sportair Company Inc. of St-Gabriel.

It was a modest beginning, as only weekends could be devoted to this pastime, and some were impossible due to rain. The club totalled 65 flights that season. The record of altitude and duration was also modest; 4,500 ft. (a gain of 2,500 ft.) This was sufficient for the members to be drawn to this marvelous sport and by mid-November they resolved to begin again early next season.

In May 1979, the Aero-club bought the

Super-cub and also became owner of a 2-22 Schweizer from Club Champlain. The adventure was under way!

Members who were able to take their holidays in July, practiced daily, and made their first solo. Some pilot instructors joined the club and in return for teaching others how to tow a glider, they learned how to glide and made their solo. The beautiful weather encouraged the members to come out in full force and records multiplied. Always towing up to 2,000 feet, gains of 2,000, 2,500, 3,000 and 4,000 were frequent and many flights were of an hour duration. The record attained by both gliders was 2 hours and 15 minutes at 6,200 feet. Oh, how we could have used a 1-26. But with time and money this will all come.

And what beautiful sights are within view! For a start, the runway 06-24 borders on Lac Maskinongé. As we rise we can see two other nearby lakes, St-Charles and Deligny, all three enhanced by shades of green. While you float above the lake and the neighbouring hills, the vacationers below are doing their own thing: sailing, water skiing, swimming, etc. 'Tis the season for pleasure! On a clear day at 2,000 feet you can see as far as Lac St-Pierre, to the hills of St-Bruno and St-Hilaire and the skyscrapers of Montreal. At 6,000 feet the lakes and streams of the Laurentians are unveiled.

The Mandeville Airport with its 3,000 foot grassy runway, fuel for planes, visitor parking area, picnic grounds, camping and beach area for club members and their

families, provide a marvelous location for glider enthusiasts of 'La Belle Province.' The local people are proud to have a glider club in the region and for the first time are able to partake of this inexpensive sport.

Those who enjoy the intoxicating feeling of this sport, being alone and having full command, soaring like a bird to heights of thousands of feet, are the inspiration for other members who are on their way to a promising and pleasurable future.

Jean-Paul Chartrand
President and C.I.

For more information please contact
Mrs. Fr. Trudel
Tel. 514-835-2142

Advanced Soaring Training & Research Association

This is the first time ASTRA has sent in a report of our activities but then we are a bunch of guys who operate with other clubs also. ASTRA is just an umbrella organisation linking us together. Initially, we all flew at Hope with the V.S.A., but now some of our activities are getting a little far flung.

Randy was flying out of Ephrata, Wash. until Mt. St. Helens blew her top and sort of put a stop to things there for a while.

Chuck has been out to Hope once this year but his Astir has done most of its flying in Alberta. He was there for the Innisfail



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meet and a week after but his partner got all the good days to fly. He had one shot at a 500 but could only manage the first 300.

Lothar still keeps his Ka6 at Hope but the weather so far has been poor so his flights only average about 3 hours. The poor guy has to keep landing to pack up before the rain arrives. Now if he had fibreglass he could stay up for the duration, or at least till the raindrops destroyed his laminar flow.

Unfortunately Mark has sort of dropped out of the soaring scene somewhat the last couple of years but he has flown occasionally in Alberta.

Lloyd wasn't about much at the start of the season but that's what having 2 ships does to you. The interesting part was that in spite of having 2 ships he couldn't fly either one. One wasn't finished and one wasn't legal. Having nicked his PIK last season, the CofA on it lapsed while it was being fixed. He had the ship back in March but not all those lovely pieces of parchment to satisfy the powers that be. Finally, after much delay he got them and relicenced the white bird. Flew it twice then promptly forsook it for an aluminum tadpole. Which brings us to the point for this report.

The Aluminum Tadpole

Many years ago in the territory of SOSA, a HP 11 builder by the name of Charlie Bonds got a bright idea to build a 2-seater. This machine was to be a modification of the HP-14 and his source of inspiration was a similar machine that had been built by Henry Preiss. Thus in 1966 the first steps were taken. After moving house 3 times and helping Jim Carpenter finish his HP 11, Charlie finally started making progress on his machine. About this time (1969) Lloyd Bungey arrived in Canada and started flying with SOSA. Soon he met Charlie and heard about this pile of metal soon to become a bird.

Lloyd moved about the country but he never forgot Charlie over the years or his project. By 1979, Charlie had given up flying for several years, sold his HP 11, nearly finished the HP 14 but was wanting to start a boat. About this time Lloyd briefly visited the village of Toronto and gave Charlie a call. Hearing that Charlie was thinking of selling the unfinished project he foolishly said "Let me know if you decide to sell it." Shortly thereafter Lloyd received a letter from Charlie saying the project was to be sold, and again without much thought Lloyd sent a letter saying "Let me buy it." And Charlie did.

Now Lloyd had problems. He was the proud owner of 2 gliders. One airworthy but shortly destined to become not so, and the other on the far side of the Rockies (and then some). Not to be daunted he planned on having the HP trucked out, but this scheme came to naught. Next he tried having a third party bring it to Vancouver from Toronto and this might have worked had not

a wheel come off the trailer near Ignace, Ontario. Repairs being necessary the third party said "The heck with this" and left the trailer in Ignace. Finally Lloyd decided there was no way out and went off to Ignace and brought the trailer back himself. Wonder of wonders his old rust coloured Chevy (originally grey) managed the trip, (don't Impalas ever die?). The trailer made it too although the tongue did need remedial surgery at Chase.

An M O T inspection was made in Vancouver and finally around Xmas Lloyd took the ship off the mainland and into the wildlands of Port Mellon and was not seen again for many months. Rumours circulated about the state of affairs. He'd tried to fit an antenna cable in the fuselage and got trapped inside. He'd run into a snag and taken a chainsaw to the whole thing. Finally, the truth will out. What was going on was that he had it stored in a spare bedroom with the tail poking through a door into the living room. ("Would you like to come to my pad and see my aeroplane, my dear. It's in the bedroom!! He, he, he !!!")

Target dates kept being muttered around. "He's hoping for April but thinks it will be May." "He says it's to be May but really means June." "If it isn't in June it'll be the next year." Finally, one day in April, Lloyd appeared at Hope and laid in 4 strategically sited tiedowns. "It must be ready!!" But then he disappeared again for three weeks.

Finally the long trailer appeared. Fuse-lage came out, tools appeared and Lloyd worked all day then pushed it back in. What now??? Next week the same thing. Finally the bits and pieces were assembled and a glider stood anchored to the tiedowns. It stayed this way for 2 weeks then was dismantled again. "Have MoT condemned it?". No just minor snags. Finally on June 7 the bird was rigged, trundled out to the line and hooked on to the towplane. Halfway down the strip, still on the ground it released. Trouble???? No! It was just a preliminary ground roll to check things over. The next tow was for real. What do you know. The tadpole actually flies.

So, if you are passing Hope Airport and see a strange looking 2 seater with a vee tail either in the air or tied down amid the other birds then don't be puzzled. The HP 14 2 seater which Charlie Bonds started all those years ago finally got finished.

Bluenose Soaring Club

Bluenose Soaring started a new season with a new fee system as derived from investigations by Chris Purcell and John Clements. It is a fixed fee system with tow charges added on a per flight basis. The derivation of the fee bears merit and is hereafter described:

Now the Gross Income required to run the club can be stated as equal to the Number of Members times Flying Fee plus Intro Income plus No. of Launches times Tow Charge.

Rearranging for Flying Fee we get,

$$\text{Flying Fee} = \frac{\text{Gross-Intro Income} - (\# \text{ of Flts}) \times (\text{Tow Fee})}{\text{Number of Members.}}$$

Now from Treasurer Ralph Olive's Proposed Budget we get the following figures to crank in:

$$\text{Flying Fee} = \frac{5200 - 750 - \frac{(2.50 \times 1,000)}{14}}{14} = \$140, \text{ which is our flying fee per member, covering the fixed cost of club gliders.}$$

Actually we have about 24 paid up members and as of July 20th we have about 639 flights; thus our Treasurer's ink is black these days.

CABLE

Part of the reason we are operating at a faster pace than forecast is to the new fee system above described; but a lot of the credit must go to the greater reliability of the music spring steel wire we are using in place of the tow-target cable used previously. The differences between this and tow-target cable can be partly described as follows:

Advantages of "piano" wire,

1. Much greater reserve strength; thus greatly reduced delays.
2. Better self leveling.
3. Better abrasion resistance. This is only applicable if the cable is not allowed to develop "knuckles."
4. Somewhat better retrieve properties.
5. Somewhat easier to manage on release. As before, Schweitzer hooks cause the winch driver to mutter naughty words above his breath.
6. Less retrieve drag.
7. Much cheaper. Our cable cost 4c per foot, delivered to Halifax, all taxes paid.

Disadvantages of piano wire,

1. Takes longer to splice. More of that later.
2. If you get a snarl on release, greater care and more time is required to get the cable safely back on the drum.
3. If the pilot releases (or is released) while the glider is still on the ground, and if the winch driver brakes hard, then the parachute will continue towards the winch on its own momentum, putting slack in the cable which will form into helical coils which the glider can then fly into. It is, of course, imperative that the winch be shut off immediately in this situation.

On balance, the impact of the advantages is such that it is unlikely that we would go back to tow-target cable.

SPlicing

Like everyone else, we had to develop our own method. Let me describe the operation briefly. This is the "battlefield fix."

1. Cut off broken cable ends square with a hack-saw.
2. Feed 3 nicropresses on to cable sections as per tow-target cable practice.

CLUB NEWS

continued

- Put one end into vice mounted on retrieve truck (or winch) heat to cherry-red with propane torch and then hit squarely with flat face of hammer to make a "mushroom."
- Repeat Step 3 to other end.
- Draw cable mushrooms snug against the 3 abutting micropresses, and swage.

This process, developed by Dick Vine and Tom Foote, is good for a week-end of flying; longer if one operated off grass. These two gentlemen are also responsible for our "permanent fix," which is described as follows:

- As above.
- Feed the Foote & Vine Bullet on to the cable sections. This is made of stainless steel, 7/16ths of an inch in diameter, 1-1/4 inches long, in which two .140 holes have been drilled longitudinally, and expanded at the mouths to allow the cable "mushroom" to be countersunk.
- As step 3 above.
- As Step 4 above.
- Draw cable mushrooms snug into bullet and crimp with high-pressure swager.

This process will apparently last a season. Both fixes take about 20 - 30 minutes to complete, but the latter requires a specialized tool.

ROLLERS

During our early investigation of the music spring steel wire, we read Mr. Henry Priess' informative article in "Soaring" where he stated that a roller diameter of 12 inches or more was necessary to prevent excessive work hardening of the cable. The solution to this problem was worked out by Dan Morrison and Dick Vine, and fabricated by Dick. Basically, it is an adaption of the Tost azimuth-pulley system, but in this instance the pulleys are of 1-foot dia. inside the groove. They are held by side plates that are faced with two small diameter vertical rollers, and at the back end connected to a 3 foot, 4 inch dia pipe that is mounted in brass bushings. The system worked very well right from the beginning and Dick and Dan deserve heart-felt thanks for their efforts. If anyone would like to obtain drawings for a very modest fee, just write c/o our clubs' address.

STUDENT TRAINING

Jack Dodds repeated his excellent Ground School at the Adult Evening Classes at Dartmouth High. The result was that we had 5 new well-informed students to start their flying lessons in early May. By the end of June, 4 of these students were ready for solo. This is so much a shorter cycle than in our past experience that we failed to ensure that the medicals were done and the student pilot permit was in hand. This improvement in training efficiency was the result of the following:

- A real attempt to follow the new SAC training syllabus with constant reference to the Progress Chart.
- The insistence of the use of the 2-22, with its low geared elevator and harmless spoilers, for the bulk of the training.
- The greater efficiency of the launch given by the new cable allowed more flights/student/day.
- The new fixed fee system encouraged the students to fly early and often.

As CFI, I was concerned that the students, when starting to fly the Ka-7, with its sensitive controls and powerful dive-brakes, would balk at flying it. Those fears have proved groundless as all the students consider it a joy; and can't wait to get their glider pilot licence and get checked out in it.

CROSS COUNTRY

With the value of Silver being what it is, everybody went off prospecting for Silver C's. With two barographs new to the club we were equipped to stake our claims. At first we were content to stay close to home and scout out the local hills by mining 6 Silver C Height Gains. Successful miners were D. Burleson, J. Clements, C. Purcell, T. Foote, R. Olive, and G. Graham. A fairly unruly bunch on Saturday night. Then some decided to poke out a little further. Tom Foote did a 150 km triangle in the Cirrus to get the lay of the land and then stormed off to Debert for Silver C Distance. Having found out that he left his claim stakes behind (forgot to turn on his barograph) he stormed back the next day with everything in order. Ralph Olive likewise stormed off to Debert and likewise forgot to turn on the barograph. The next-day weather was not quite so generous. Now turning barographs off and on proved so much fun that Chris, Tom, John, and Ralph decided to do their 5-hours all over again; having done them last year under O. O. observation. Then George Graham snuck off to Debert on a weak blue day in the Austria. But he proved to be a spoilsport as his barograph was on when he got there; thanks to his partner Chris Purcell. There have been a number of flights over 100 km, but because our club is fairly small, people are loathe to land out because of the disruption caused; or is it the long wait? We may not be making money, but we are having fun. In early August we will be sending our up-and-coming soaring pilots up for their 5 hours. I'm looking forward to how well they do. We'll keep you posted; and we'd like to hear how things are going in your soaring skies.

Anatomies of Two Incidents

by Ian E. Oldaker, Chairman, Instructors' Committee

Both of these incidents, or near accidents, happened to senior or more experienced pilots earlier this season. The first to

a Lark 2 seater pilot, the second to a Libelle pilot.

In the words of the Lark pilot — "I took the flight with the intention of becoming more familiar with the Lark's spin and recovery, when solo... The first spin... was normal... The second spin was unsteady and, just before recovery, the right wing dropped and the nose went down so that the attitude was very steep, about vertical. (Very exciting!). The recovery was normal with a speed build-up to about 95 knots. The height loss was about 1,000 feet...".

He next tried some sideslips and steep turns. Then at 1,200 feet agl he talked to someone on the radio for some time. He then lowered the wheel (involves flying with the left hand). At 800 ft. again on the radio — set flaps at 10° trimmed for 50 knots, but before checking the spoilers a radio call was received asking if the wheel was down. A courtesy reply necessitated changing hands to get the mike, changing to reply, changing to stow the mike, changing to fly again! The turn onto base leg was being flown now, and the spoiler check was forgotten.

His left hand went for the "glide path control" lever and selected (unconsciously) the flap handle. Though he did not feel the usual noise, buffet and steeper glide he failed to analyze the situation. He eventually overflew the field — "I was horrified to see a van travelling along the road on a near collision course" — he missed it, and eventually landed in a freshly sown field.

No explanation can be offered why he did not positively check which control he had in his hand, though the flap lever in the Lark is very like the 2-33 spoiler handle. The Lark's dive brake lever is quite different. Perhaps the higher-than-usual stress levels of the flight combined with the busy radioing at the circuit entry made him prone to such an incident in which the brain refused to "believe" that all was not normal. (Pilots have been known to lower the wheels of large aircraft — check the indicator lights — seen red — registered as green **because on all previous flights they had been green** — i.e., they see what they want to see or believe they will see).

Think about it — it **can** happen to you.

The second case involved a Libelle pilot. His first take off in the aircraft was a bit alarming as first one aileron and then the other began to flutter. Then as he gained altitude both wings began to flutter. He released at perhaps 200 feet agl and landed successfully straight ahead. (The wings stopped fluttering but one wonders whether his heart did!) The ailerons were **not** properly connected (a known potential problem with Libelles).

A proper D.I. (daily inspection) complete with **positive control checks** would undoubtedly have uncovered the mis-rig. This wasn't done. How long would it have taken I wonder.

A positive control check is easy to do, and could save your skin. Have someone resist your stick pressure by holding each aileron in turn, and try to move it up and down. Similarly for the elevator. Such checks

should be done whenever the ship has been rigged.

Incidentally we don't **teach** positive control checks when D.I. ing our 2-33's etc. or do we? The best time to instill a good habit into pilots is when they are students, learning the ropes. Are your D.I.'s (of your glass fibre — or even venerable wooden glider)

what they were when **you** were a student — if not they should be. People learn by example — we should all be setting the good example for the less experienced pilot to follow.

Think about it — it **can** happen to you.

One thing which has made flying so safe today is that incidents and accidents have

been rigorously investigated so that others can avoid the same problems. The benefits of such publicity are here for pilots to see. My thanks to the pilots concerned and to their CFI's for giving me details of these incidents — we all hope you can avoid similar incidents in your own flying. If you have an incident let's hear from you, we can all learn from them.

CLUB SUPPLIES

ITEM NO.	DESCRIPTION	PRICE (ADD POSTAGE)	
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3.	F.A.I. Soaring Awards & Rules Booklet	1.50	
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NOTE:

- Item 2 and 3 available from Mr. Dave Belchamber
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Wilf Kreuger, Hal Werneburg and others.



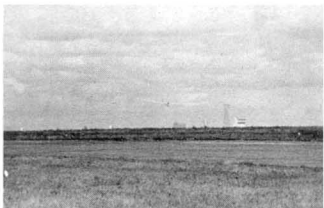
The Start Gate; John Weber, Jack Davies and scorer George Dunbar.



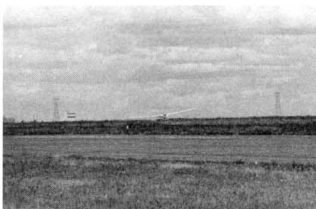
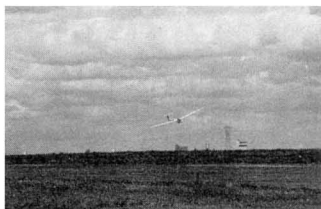
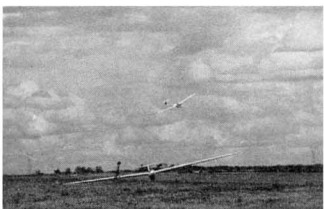
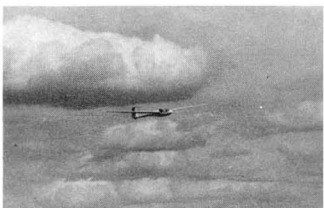
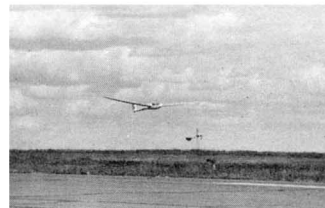
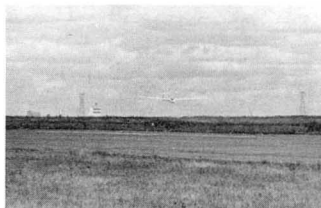
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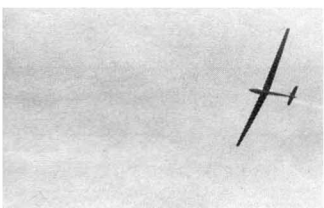
Art Schubert and unidentified.



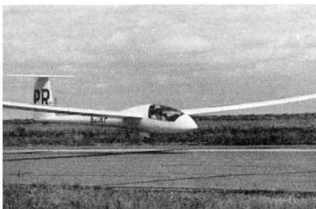
Peter Schwirtlich lands his Hornet.



Tony Burton's RS-15.



P. Sears lands his Libelle on Day Six.



Peter Lamla landing Day Six.



SOSA's Hornet (Toothill / Schwirtlich) and Thompson's Cirrus.



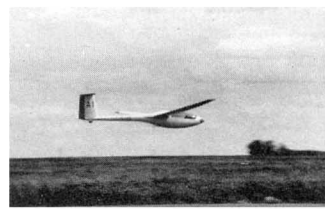
Kreuger, Werneburg, etc.



"Later that same day."



Finish Gate, Day Six.



Harry Polzl, Finish, Day Six.

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is for the pilot making the FIVE best flights of the year.

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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

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

Flight Details

1. Altitude Gain _____ points
 2. Free Distance _____ points
 3. Prescribed Area Distance _____ points
 4. Distance to Goal _____ points
 5. Triangle (a) Completed _____ points
 (b) Incompleted _____ points
 6. Out & Return (a) Completed _____ points
 (b) Incompleted _____ points

Height Gain _____ m @ 1.00 pt/50m = _____ points
 Distance _____ km @ 1.00 pt/km = _____ points
 Total Distance _____ km @ 1.00 pt/km = _____ points
 Distance _____ km @ 1.25 pt/km = _____ points
 Triangle Distance _____ km @ 1.50 pt/km = _____ points
 T.P.'s Reached _____ km @ 1.25 pt/km = _____ points
 Dist. from last T.P. _____ km @ 1.00 pt/km = _____ points
 Total Distance _____ km @ 1.50 pt/km = _____ points
 Distance to T.P. _____ km @ 1.25 pt/km = _____ points
 Distance from T.P. _____ km @ 1.00 pt/km = _____ points

Points Claimed

Take-off Certificate O/O No. _____ Signature _____
 Task Declaration O/O No. _____ Signature _____
 Turn Point Photos. O/O No. _____ Signature _____

Landing Certificate O/O No. _____ Signature _____
 Barogram O/O No. _____ Signature _____
 Distances Claimed O/O No. _____ Signature _____

PILOT'S SIGNATURE _____ DATE _____

Verification

High performance, all metal, single and two seat sailplanes and two seat motorgliders from Romania

NEWS FLASH

\$300 PRIZE FOR TOP FLIGHT IN LARK

AVIA-IMPEX Ltd. is pleased to announce its offer of a \$300 prize to the pilot logging the best flight in any model LARK during the 1980 soaring season.

All S.A.C. members are eligible to enter. Whether you "fly your own", are the member of a syndicate, or simply "go for a lark" in your club machine, send a resumé of **your** top flight of the season, with all vital details and flight impressions, to AVIA-IMPEX. Entries should be certified as to factual contents by at least **one** Official Observer and the CFI of your Club — there are no other formalities! The prize will be awarded by an independent panel of judges. Deadline for entries: November 15, 1980.

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