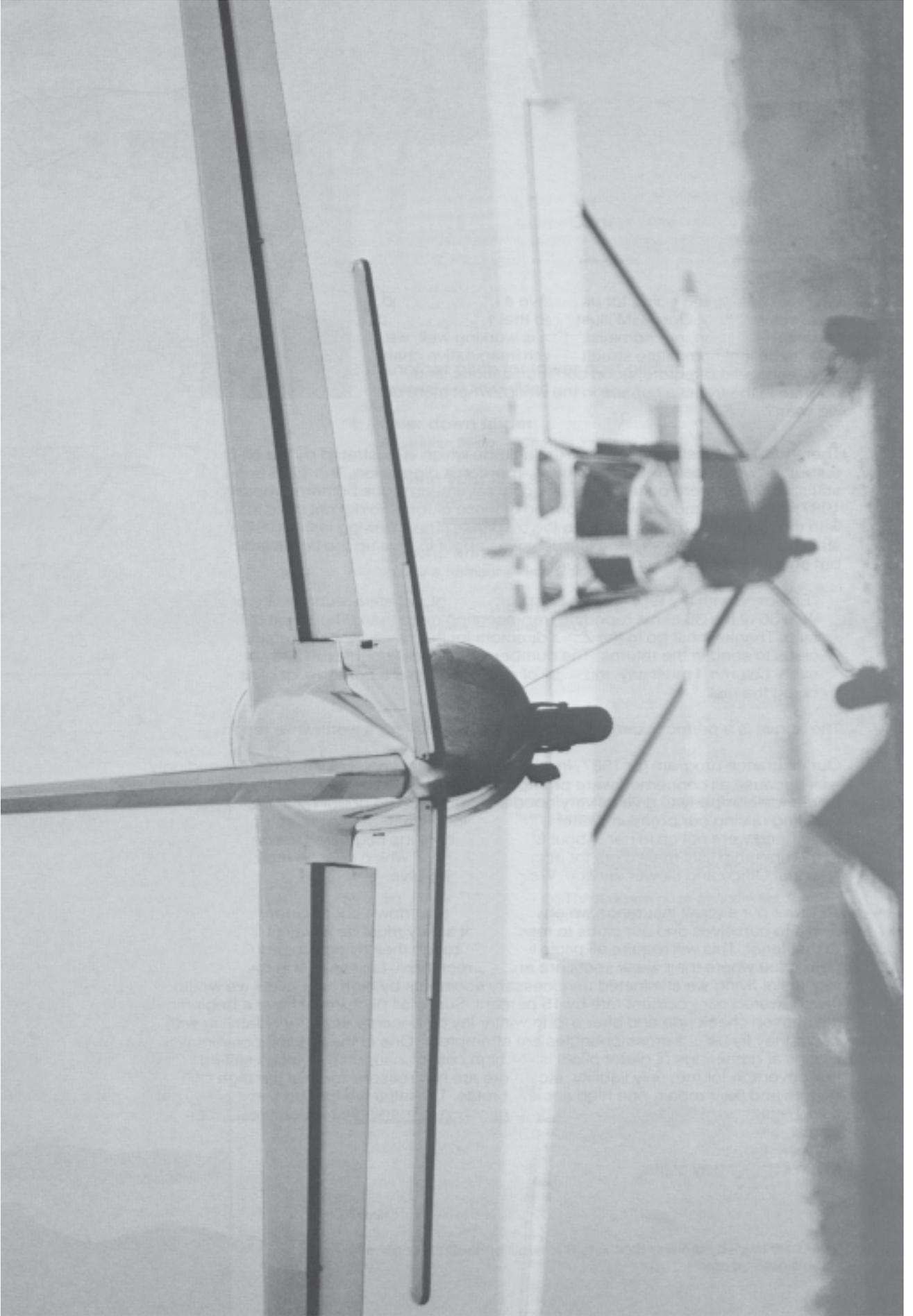


free flight • vol libre

2/88
Apr-May



POTPOURRI



We have everything going for us to have a good year and an exciting future. Our AGM illustrated that we are in good financial condition, our administration is working well, we have excellent committee structure with imaginative chairmen, energetic directors, good communications, and operate in the freest air space in the world. What more do we want?

There has been a slight change in the attitude which is illustrated by the oft expressed outburst, "what does SAC do for me" — pardon a digression. The 1986 annual flight statistics report were quite useless for only seventeen clubs bothered reporting. In April, 1987, the Zone directors were informed of those clubs who did not send in their statistics with the request to try and improve the response. The following is the 1987 report of our statistician, Dennis Miller, who last year was about to give up the unrewarding position, but agreed to fill in for another year.

"Enclosed with my report is the best summary of statistics recorded in recent years, with 30 of the 38 clubs reporting, representing more than 90 percent of the membership. Thanks must go to the Zone directors for their assistance in reminding the tardy clubs to send in the returns. The numbers are almost double in 1986 summary across every column. I must say, this type of response gives a person a lot of satisfaction for doing the task."

The above is a perfect example of good reporting making a worthwhile report possible.

Our insurance program for 1987, from an administrative point of view, ran exceedingly well because all concerned were prompt and accurate in their returns which allowed the insurance company to give us very good service which no doubt gave them reason for resisting raising our premiums after a high accident year. Membership returns on the other hand were not up to par. About 60 percent of clubs neglected to supply corrections to membership lists mailed out for accuracy approval which caused more work at the National Office and slower service. We get what we give.

To lower our aircraft insurance we obviously must cut down our accident rate. We all owe it to ourselves and our clubs to resolve that safety must be a way of life and live up to that tenet. This will require all pilots to think through their flying procedures and determine where their weak spots are and correct them. Last year, if in the first two months of flying we eliminated unnecessary accidents by high time pilots we would have lowered our accident rate by 15 percent. Surely all pilots must have a beginning of the season check ride and after a long winter lay off become thoroughly familiar with the glider they fly before cross-countries are attempted. One of the liveliest conversation pieces at gatherings of glider pilots is the high cost of insurance — let us self-insure, no hull coverage for me, only liability, etc. There are two reasons for this: the high cost of gliders and their repair, and high accident rates. The latter we can do something about if we have the courage, energy and determination to markedly reduce these accidents.

Make safety a way of life.

Gordon Bruce

free flight • vol libre

Trademark pending Marque de commerce en instance

2/88 Apr-May

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Le journal de l'Association Canadienne de Vol à Voile

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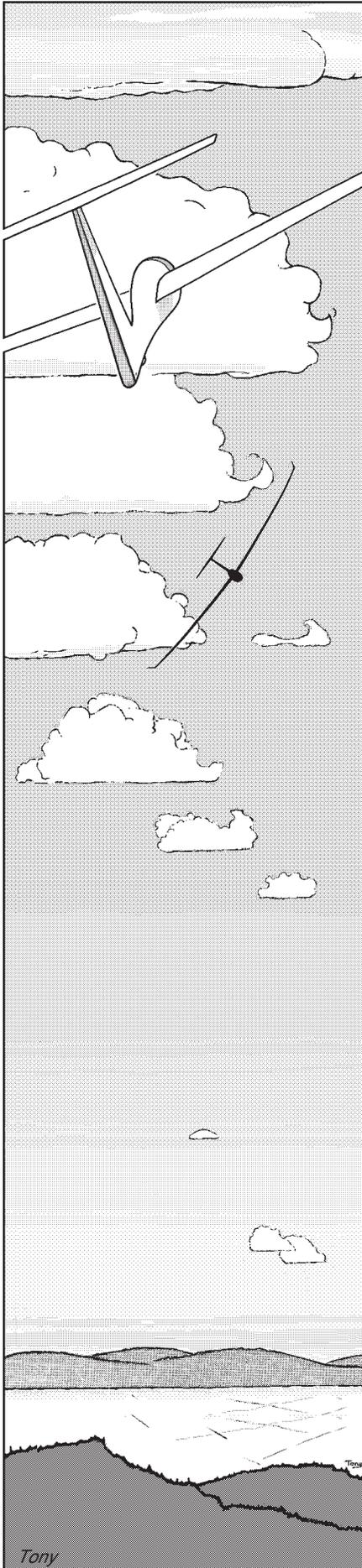
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ISSN 0827 – 2557

Cover

The Montreal Soaring Council Blanik VXS takes off behind the L-19, ERD.
Photo by Stan Doda.



ANOTHER PITCH FOR LOWER COST GLIDING

Len Gelfand
Gatineau Gliding Club

More and more evidence is piling up pointing to the conclusion that glider pilots are harmful to the sport. We are preventing gliding from becoming more popular than it is by increasing its cost rather than lowering it. We are making it more costly by buying more modern and expensive gliders instead of the older and less costly ones for flying during the early and intermediate stages of a pilot's soaring career. We also look down our noses at cheaper launches by winch rather than towplane.

Until market research is undertaken, we can only guess at the reasons why people do not participate in soaring. But it is quite likely that such research would show cost as one of the important ones. And if you doubt that there is a substantial market for low cost flying, take a look at the general aviation scene in the last 15 or so years.

As the price of power flying rose, the amount of flying dropped. The subsequent vicious circle of increased costs and decreased popularity of flying reached the point where manufacturers stopped production of the ubiquitous Pipers and Cessnas of yesteryear. During this period, those who wanted to fly turned in droves to the much lower cost hang gliders and ultralights, many of which made a 2-33 look like a beautiful work of art. At the same time, the homebuilt movement, also characterized by relatively inexpensive flying, expanded substantially. In the last ten to fifteen years, the number of people flying the lower cost and often visually unattractive ultralights in Canada rose from zero to over 5000, while our gliding population, transitioning to more elegant looking, expensive, and better performing machinery, remained pretty well unchanged at about 1500, give or take a few hundred. It's anybody's guess how many of the people who opted for low cost flying would have been attracted to our sport if we had lowered the cost of *non-competitive* gliding. Some flyers who went the ultralight or homebuilt route probably wanted the advantages that an engine gives. But if we had attracted one out of five to gliding, not an unreasonable proportion in my view, we would have almost doubled the number of SAC members. And this example deals only with a segment of population that now flies.

Cost, of course, is not the only impediment to the greater popularity of soaring but it is one of those that is relatively easy for us to control. Take a look at the following example. Suppose a club has enough money to buy a glass two-seater for about \$32,000. It could instead, buy a used 2-33 or other comparably priced two-seater for about \$12,000, and invest the additional \$20,000 it would have spent for the 'better' glider in something like Treasury Bills which would now earn around eight percent or about \$1600 annually. This income could be used in a number of ways. One would be to lower (subsidize) 2-33 flying. If the 2-33 made 320 flights in one year, the club could lower the cost of each flight by \$5.00. Or it could use the income to provide free membership in the club to several students or Air Cadets or former members who have quit for financial reasons. I'm sure the ingenuity of people in our sport would create many ideas for other ways of using this \$1600 to get more participants in soaring than a \$32,000 machine would, or to produce more flying by those now in it.

The same rationale can be applied to intermediate level club flying. Rather than spending \$30,000 on something like a single place Astir, a club could spend \$10,000 on a Ka6, Skylark, or similarly priced glider, invest the remainder and use the income to lower the cost of flying the cheaper machine. In fact, at the intermediate pilot level, the club could buy three of the cheaper airplanes for the price of the expensive one, would produce much more flying for the same investment.

Nobody in their right mind would suggest that there is no place for the expensive, state-of-the-art sailplanes available today. But I believe that our fascination with these beautiful high performers has been one of the factors in preventing us from seeing the benefits of the older, cheaper, poorer performers. As long as we continue our present fixation with upgrading, while denigrating the usefulness of the cheaper ships (and cheaper launch methods, etc.), the Canadian soaring community will continue to be a tiny group with all the problems that small size creates.

While there are some soaring pilots who do not want our numbers to increase, I think that most of us see the benefits that could result from more people participating in the sport, benefits such as a better new and used glider market, having more influence on government, and being able to finance our top pilots in international competitions. When we have to devote so much effort and money to gliders, launch methods, and airports, it's easy to lose sight of the fact that our product is gliding/soaring. Let's take those actions which will increase the volume of this activity, even if it means sometimes favouring cheaper, less modern methods to achieve it. □



The SOARING ASSOCIATION OF CANADA

is a non-profit organization of enthusiasts who seek to foster and promote all phases of gliding and soaring on a national and international basis. The ASSOCIATION is a member of the Aero Club of Canada (ACC), the Canadian national aero club which represents Canada in the Fédération Aéronautique Internationale (FAI, the world sport aviation governing body composed of national aero clubs). The ACC delegates to SAC the supervision of FAI related soaring activities such as competition sanctions, issuing FAI badges, record attempts, and the selection of a Canadian team for the biennial World soaring championships.

free flight is the Association's official journal.

Material published in **free flight** is contributed by individuals or clubs for the enjoyment of Canadian soaring enthusiasts. The accuracy of the material is the responsibility of the contributor. No payment is offered for submitted material. All individuals and clubs are invited to contribute articles, reports, club activities, and photos of soaring interest. Prints (B&W) are preferred, colour prints and slides are acceptable. Negatives can be used if accompanied by a print.

free flight also serves as a forum for opinion on soaring matters and will publish letters-to-the-editor as space permits. Publication of ideas and opinion in **free flight** does not imply endorsement by SAC. Correspondents who wish formal action on their concerns should contact their SAC Zone Director whose name and address is given in the magazine.

All material is subject to editing to the space requirements and the quality standards of the magazine.

The contents of **free flight** may be reprinted; however, SAC requests that both **free flight** and the author be given acknowledgement.

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Deadline for contributions
5th day of each ODD month

Opinions

L'ASSOCIATION CANADIENNE DE VOL À VOILE

est une organisation à but non lucratif formée de personnes enthousiastes cherchant à protéger et à promouvoir le vol à voile sous toutes ses formes sur une base nationale et internationale.

L'ASSOCIATION est membre de l'Aéro Club du Canada (ACC) représentant le Canada au sein de la Fédération Aéronautique Internationale (FAI, administration formée des aéro clubs nationaux responsables des sports aériens à l'échelle mondiale). Selon les normes de la FAI, l'ACC a délégué à l'Association Canadienne de Vol à Voile la supervision des activités de vol à voile telles que tentatives de records, sanctions des compétitions, délivrance des brevets de la FAI, etc. ainsi que la sélection d'une équipe nationale pour les championnats mondiaux biennaux de vol à voile.

vol libre est le journal officiel de l'ASSOCIATION.

Les articles publiés dans **vol libre** sont des contributions dues à la gracieuseté d'individus ou de groupes enthousiastes du vol à voile.

Chacun est invité à participer à la réalisation de la revue, soit par reportages, échanges d'opinions, activités dans le club, etc. Un "courrier des lecteurs" sera publié selon l'espace disponible. Les épreuves de photos en noir et blanc sont préférables à celles en couleur ou diapositives. Les négatifs sont utilisables si accompagnés d'épreuves.

L'exactitude des articles publiés est la responsabilité des auteurs et ne saurait en aucun cas engager celle de la revue **vol libre**, ni celle de l'ACVV ni refléter leurs idées. Toute correspondance faisant l'objet d'un sujet personnel devra être adressé au directeur régional dont le nom apparaît dans cette revue.

Les textes et les photos seront soumis à la rédaction et, dépendant de leur intérêt, seront insérés dans la revue.

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

Pour changements d'adresse et abonnements aux non membres de l'ACVV (\$18.00 par an, \$EU18 dans le EU, \$EU21 outre-mer) veuillez contacter le bureau national.

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le 5 de chaque mois IMPAIR

5

COMPETITION THE LIFE OF THE SPORT?

I should like to tell you a little story. A polite, well-dressed stranger comes to your door one evening. He explains that he is collecting funds to help a local car dealer send a racing team to compete in the 24 Hour Le Mans Road Race. His clinching argument is: "If we do not compete at such events, Ferrari and Porsche may stop building sports cars and there won't be any more for us to drive." At this point do you:

- Wipe away a manly (or womanly) tear and reach for your cheque book?
- Whistle up your pit bull to escort your visitor's trouser seat to the gate?

We are again being urged (in "Potpourri") to support competition on the grounds that we are able to fly all these incredible machines because of the demands of competition soaring. We? My chances of getting my hands on one of these incredible machines are identical to my chances to win the 6/49 and, in fact, *depend on* my winning the 6/49. Meanwhile, I continue to fly, quite happily, a glider which is not competitive and was never envisaged to be competitive.

Yes, I can deny that competition is the life blood of any skillful, demanding sport. Does anyone seriously contend that closing down the World Cup ski circuit would cut down on the number of people enjoying the local slopes? It is rather difficult to think of a sport whose image is enhanced by competition at its highest level. What does John McEnroe do for the image of tennis or the NHL for local hockey? Do these people really typify "... healthy human instincts?"

Jim Oke admits that relatively few sailplanes are regularly flown in competition and considers that to be a paradox. Elsewhere he emphasizes the need for contest rules to discourage foolish and unnecessary risks, but I know of no risk that does not meet that description where gliding is concerned. The biggest drawback with contests is that they give pilots a reason to take risks.

There is, however, one good reason for supporting a Canadian team at the next world championships. These are our friends who are willing to devote a great deal of time and effort (and not a small amount of their own cash) to represent us. They deserve our support. I find this reason far more persuasive than any offered in the last issue of **free flight**.

Meanwhile, let us never forget that the manufacturers are businessmen who make a living selling gliders. While admir-

ing the products of the racing machine builders, let us take a long look at proposals which would mean the purchase of a great many machines to meet a new class and the subsequent devaluation of the existing classes, as happened with the original Standard class. If we require a new type for the Olympics, let us push for the "Club" class and provide Grob and Centrair with a well-deserved shot in the arm. LET and Brasov (Blanik and Lark) are still going strong. Why not a "Not exceeding \$20,000 (Canadian, or even Hong Kong) Class?" Even I might be willing to compete in that.

Brian Hollington
Vancouver Soaring

GLIDER STUDY PROCEEDS

Jack MacLeod of Aero Resources, Halifax (see p 3 of last issue) is thankful to **free flight** readers who responded. He writes:

"... During the course of our Study ("Sailplane Manufacturing in Canada"), we received many letters, and some, like yours, were outstanding in providing material, opinions, and specific recommendations which are very valuable when attempting to reach a carefully thought out recommendation to provide to the bureaucrats who approve funding for such projects as a manufacturing facility for non-powered aircraft.

We received excellent information from Mr. Terry McElligott, Mr. Kurt Moser of the Winder Gliding Club, Mr. Oscar Boesch, Mr. Derek Piggott (well known glider pilot and author), Mr. Paul Schweizer (President of Schweizer Aircraft), and others.... your letter was very timely, and has changed our perception of the final analysis of the information obtained over the last year. I am referring particularly to the proposed "World" class basic sport sailplane. We will hold off on the final draft of our Report until we can include the information about the "World" class aircraft you refer to, which, quite frankly, my associates and I were unaware of ... as it might apply to possible Canadian production. A market feasibility study is the necessary step to determine market opportunities ... (Given a market), particularly where there is an opportunity for technology transfer and access into advanced composite manufacturing techniques, Federal/Provincial and private sector funding for a manufacturing facility in the Maritimes will be available ... A West German firm has expressed interest as a potential joint-venture partner...

Our study will be available to the Soaring Association of Canada when completed."

continued on page 12

OVER DOWN UNDER



Charles Yeates Bluenose Soaring Club

What other titles are appropriate for this?
There are so many that can be used:

TOCUMWAL
WIZARDRY IN OZ
THE NINTH LIFE OF THIS CAT?
60+, AGE NOT SPEED
KIND WEATHER (the kind you'd like to
have at home)

The adventure began with a head-on automobile crash in January, 1987 that wiped out our Honda but left me almost unscathed — it did shift my values though. Later my employer referred to hoarded weeks of vacation, saying, "Use them or lose them." Points from Aeroplan business trips to Hong Kong had piled up. Coincidentally, long-time friends John and Marguerite Chesbrough were in Perth with their Mooney 20J, and soaring is great in Australia.

The result? Kris and I landed in Perth on November 6 for a five week gypsy-like air tour of Oz in Mooney VH-NWF that would include a week at the Sportavia Soaring Centre in Tocumwal where Ingo Renner is the super competent but low key CFI.

Jandakot is home of the Royal Aero Club of Western Australia and of general aviation around Perth. It is Mooney heaven. The club owns four, leases John's, and services six others. Besides, they own twenty-five other aircraft, including a mint condition Gypsy Moth that rents for \$75/hour. They fly 23,000 hours a year!

It makes sense. How else can you cover the long distances from A to B when commercial air fares are three times those in the USA? Adelaide is 2,250 km away across the Nullarbor Plain (read desert). Meanwhile, it was necessary to earn an Aussie Certificate of Competency, the three-month temporary licence for tourist pilots who pass their Flight Rules & Procedures examination and show flying competency on type.

Be warned: their flight rules and procedures are hard to describe politely. Numerous and fabulously detailed, I studied them over the summer in preparation. It is almost as if the Department of Aviation wants to restrict the number of pilots. John, who coached me carefully from the other side of the world, made it possible for me to pass first try, to our satisfaction and to some surprise in Aussie professional ranks at Jandakot.

It was time to leave Perth and a 500 km nibble to the northeast was followed the next day by a crossing of the Great Victoria Desert. When dead-reckoning across 1,160 km of virtual blank, the HF radio and ELT are a pilot's best friends. Kalgoorlie FS was still with us 900 km out.

But this is a soaring chronicle. Cloudbases and thermal strengths for four days across the centre of Oz were wizard. At 9000 feet we were at least 2000 feet below two to three-tenths cumulus and 1200 fpm lift was regular. Soaring conditions lasted from 0930 to 1930 on the best day. At Ayers, Alice Springs and Mount Isa, controllers warned of whirlwinds in the circuit areas. Full of red sand, they show up well. No wonder Hans Werner Grosse and friends fly world records there.

Approaching the east coast, the 10,000 plus cloudbase gradually dropped to hill-top height and rainshowers forced diversions as tropical Hamilton Island came in range. Later, to the south, near Brisbane, Ian and Lyunette Aspland met us at Kingaroy. SOSA people of the sixties will recall that Ian appeared to stay and fly with us for three months during his post-graduation trip to see the world.

Kingaroy, 150 km northwest of Brisbane in peanut country, is an ideal area between the tropical monsoons to the north and the tumbling fronts that rumble through further south. They fly all year round and enjoy winter waves from the 3700 foot Dividing Range 30 km to the southwest. Twenty-five thousand feet has been reached in wave. We enjoyed ASK-21 flying and delightful people.

On to Tocumwal via some stops — one of which was unplanned. Takeoff from Albury/Wodonga, on the Murray River 100 km from Tocumwal, was normal up to 1500 feet where the engine became rough.

Thirty hours on type made reactions automatic and we were back on the runway in two minutes with enough momentum to coast off the runway and onto the terminal ramp after the prop stopped. Then:

- the tower controller telephoned Alan Currie, the local Mooney sales and service rep. (the only specialist outside Perth).
- we determined an exhaust valve had exited via the stack.
- a replacement engine was available in Perth — installation had been planned on return to Perth.
- the tower controller said we could hitchhike to Tocumwal with a Cessna pilot coming in to pick up his daughter.

Kris and I arrived in Tocumwal only two hours late.

SOMETIMES YOU MUST BE LUCKY

The Sportavia Soaring Centre operates from the Tocumwal aerodrome which was the largest one in the southern hemisphere during WWII. Today the airfield is smaller, but this makes the adjacent fields excellent for missed final glides. The total complex is housed in one huge hangar that can easily accommodate 50 sailplanes, two Super-Challenger towplanes, a motorglider, various powerplanes, and a complex of moderately priced single, twin, and double rooms (mostly air conditioned) on a bed-and-breakfast basis. It has been owned and operated by Bill and Valerie Riley since 1969.

Four tailored Monday-to-Friday courses cover training through ab-initio, post solo, introductory X-country, to soaring for diamonds. Today gliders available include: DG 200/17, PIK-20 in several variations, LS-3, Std Cirrus, Libelle, 1-34, IS28b2, Lark, Blaniks, and Calif 21 to name a few. Ingo Renner flies a Discus. Incidentally, the Discus is dead equal to the DG 200/17 with or without water ballast and the Discus doesn't have flaps!

Soaring was excellent on six days out of eight for 26 hours of soaring. I enjoyed myself immensely while Kris challenged herself with an ab-initio course. Ken, from retirement in France for the second time to Tocumwal, quietly put in 70 hours in three weeks; Mary, a doctor from Melbourne, worked on her Silver C and a covey of German pilots strove for diamonds.

It was noticeable that Ingo Renner would frequently bust off to cover 400 km while others did 200, or 750 km on a windy day when three, team flying, just missed their 500 km cat's cradle.

December 5, our last day before returning to Albury for the re-engined Mooney, was a beaut. A weak upper trough just to the west was denting a strong high that had been with us three days. Kris and I chose the IS28b2 and a 225 km triangle, to start at the peak of the afternoon. What-the-heck, a speed run could be fun — and it was!

BUYING YOUR 1ST SAILPLANE

The first launch to 2500 was a disaster. We almost beat the towplane down. Next, releasing in a strong thermal at 1000, we zipped up to 4700 and dove to cross the start line under 3300 at 1414. On course, the next thermal was entered at 1600 and cloudbase at 7000 was reached quickly. Learning the ship's characteristics and interpreting the two variors took up valuable time. One variometer banged against the upper stop while the other, on a two-inch dial that showed -1000 to +1000 in 180 degrees, seemed to indicate an average climb that wasn't useful for centering.

Navigation to Urana was by compass course to a salt lake bed next to the town (home of five or six hundred people). Cloudbase rose steadily to 9000, but not believing how good things were becoming, we made only a slow 70 km/h. Looking along the second leg toward Corowa on the Murray River, we saw an inspiring sight. The upper trough had reached us and produced an almost solid line of cumulus right on our path. This turned into a two thermal leg at 93 km/h but cloudbase at the river was back down to 7500.

Turning for home it was evident that air behind the trough was quiet for some distance. The cloud was dissipating to the west, and 70 km away, near Tocumwal, stratus was visible. Phooey! — close doesn't count. An outlanding was probable. This news caused some fretting in the back seat (the same as in the front). Maintaining 65 knots on spec, we coasted along and found lift unexpectedly at 1500, picked up enough height, and sighed our way to the finish and a straight-in landing.

Surprise, the overall speed of 79.47 km/h was enough for a Canadian citizen record claim! Taking into account the "if-onlys" of the first leg, it seems as if the Lark and us could (should?) have accomplished 86 km/h. A dreamer would say, "Maybe next time."

Sunday, reluctantly leaving a super soaring site, the Mooney carried us to the home of the world's largest and most recently completed home-built replica aircraft. The "Southern Cross", a Fokker Trimotor, flies again out of Parafield aerodrome at Adelaide. A dozen people built it over eight years. It makes great video as it fires up, taxis, and takes off, to be caught for air-to-air shots twenty minutes later. It takes off at 50 knots and cruises at 85 so that it is easily caught by a 140 knot ship. But that is another story. The ATC people were most cooperative.

Pushing toward better weather after sitting to let frontal thunderstorms work their way out of The Great Australian Bight, we progressed toward home via Ceduna, the Head of The Bight and the coast. For variety in one long stretch, we flew under Down Under, 100 feet over the sea, alongside vertical 300 foot, eroding, scenic cliffs that are paralleled by the only and infrequently travelled highway across the Nullarbor Plain to Perth.

It was a lifetime adventure for the Yeates and an opportunity to experience exciting soaring weather — all over! □

Al Schreiter
SOSA

In response to your appeal in the 6/87 issue of **free flight**, here are some comments regarding purchase considerations for sailplanes:

Buying a sailplane, new or used, is a major decision. A mistake can be costly and can take some of the fun out of soaring. My comments are intended for relatively inexperienced pilots considering their first purchase, people with less than 100 hours P1 time who would like to start going cross-country and perhaps enter Sports class contests. Experienced contest pilots should know how to pick their equipment by now.

Let's divide our prospective purchase into four fairly distinct groups:

1. the pre-glass vintage ships, typically the Ka6, K8, 1-26, Olympia, Grunau Baby.
2. the first generation glass ships: Phoebe, Cirrus, Libelle, ASW-15, ASW-12, LS-1, etc.
3. the second generation glass ships: LS-4, ASW-19, DG-300, ASW-20, Discus, LS-3, LS-6, Mini-Nimbus, Nimbus 3, Mosquito, DG-600, etc.
4. the glass ships specifically designed for the relative novice or fun pilot, such as the Grob Astir, ASK-23, Club Libelle, etc. These lists are by no means complete, but merely illustrations of the categories.

Before you do a lot of research on any particular type, check to see if it is type approved in Canada. Think twice about buying an airplane not type approved in this country as it can be a tedious process to get type approval. If you are not sure, check with your local MoT office or the SAC Technical committee.

For obvious reasons, I would suggest that low time pilots buying their first ship stay away from all the wide span (more than 17m) sailplanes.

First, the money. Group One should run from \$5000 to about \$12,000, Group Two from about \$10,000 to \$25,000, Group Three from about \$30,000 up, and Group Four from \$15,000 to \$20,000. We are talking about used, airworthy sailplanes in good general condition.

Second, some general considerations. Flaps or no flaps? If, at this point, you are not quite sure what flaps do, opt for a no-

flaps ship, and complete your education. Seriously, perhaps you should opt for no flaps simply because it's one less item to think about and operate while flying. Chances are that at this point in your experience, you won't make full use of the capabilities of flaps anyway. If you do opt for a flapped ship, and most of them have very distinct advantages, then be sure to talk to an experienced instructor who has flown the type of ship you want to buy. Be certain that you understand exactly what the flaps will (and will not) do on that type of ship, and be prepared to practise until you are thoroughly familiar with the flight characteristics at various flap settings. Properly used flaps can be a wonderful aid, mis-used they can kill you.

Next: wood, fabric, metal, or glass? This is mostly determined by how much money you have to spend. If money is a secondary consideration, glass and carbon are the way to go. Durability, low maintenance, and high performance come with the modern epoxies and exotic fibres. However, there is nothing wrong with either a wooden, fabric-covered, or metal airplane if it has been properly maintained. Metal sailplanes don't need hangars or trailer storage as much as wooden or fabric ones.

This gets us to ease of rigging. If you have access to a hangar, or don't land out frequently, ease of rigging is secondary. If you have to store your ship in a trailer after every flight, it becomes a critical issue. If you need a crew of mechanics and three boxes of tools to rig, it can spoil your fun. Also, difficult-to-rig sailplanes invite errors and omissions, and they can kill you.

Strap on a parachute and sit in the cockpit. Now imagine that you have been flying for three hours. Would you still be comfortable? If you can't be comfortable on long flights, even the best performing sailplane is no fun on a hot summer afternoon, or a cold day in a wave. If the aircraft you are considering is not available for personal inspection at this point in your decision process, talk to a pilot who has experience in this type, and who is your size and shape.

Within the four basic groups I mentioned earlier, the sailplanes have certain characteristics in common.

continued page 12

THE CLUB CHIEF TOWPILOT GENERIC ANNUAL REPORT

Adapted from a real report this year
from Ian Colquhoun of Cu Nim

The towing operation at a busy gliderport is an endeavour curiously pregnant with disaster. It behooves us then, not to treat it lightly and to report to the Chief Towpilot any unsafe maneuvers seen (even if committed by the CTP).

Regarding busy but slow days: I have to say again that the best way by far to speed up the towing operation and at the same time save wear and tear on towplane engines, starters, batteries, and pilots, is for the Field Manager to ensure that the number one and the number two gliders' pilots are strapped in and ready to go at all times. This, of course, requires the cooperation of pilots and instructors. (No surly comments needed to the poor Field Manager along the lines of, "Ah, there's lots of time yet".) To an extent, it's better for the Pullors to remain aloft until the Pullees cease milling around socializing and playing Abbott and Costello.

Flying statistics I'll leave to my betters. It seems to me that we did not have a very demanding year as regards to pilots towed per hour. This was probably just as well, since again we were plagued with towplane problems: just when we got the engines successfully bolted down, the wings started to fall off. Finally, we appear to have a satisfactory ratio of sound wings to sound engines, and I am sure our embattled Treasurer will join with me in hoping that 1988 results in less charity from the towplane fund.

Regarding those rare occasions when a member feels the need to chew out a towpilot (or any other pilot for that matter) please remember that the first consideration is safety. You may feel that you are justifiably entitled to be irate just because you were towed through a ten knot thermal on your hundredth attempt at a 50 km, or were treated to a Warp-factor two turn with water ballast and a full breakfast, or the doughhead turned left in spite of your determined efforts to control his destiny to the right, or whatever. Granted you're ticked off, but shrieking at the towpilot on the flightline just before he takes off ain't guaranteed to enhance the safety of the operation. If you can't contain your anger, have one of the laid-back old guys in the club talk to the pilot until such time as you have cooled off enough to make a beneficial contribution to his education.

At this juncture, I would just like to re-emphasize some of the points I made in last year's report.

To the towpilots:

Check that the runway is clear before take-off. (The glider pilots might also note that if they don't think the runway is clear then they should pull the pin and abort.)

Seek out lift and tow gliders into it. This is a vital part of your job. It should be a principal aim of every flight. However, DO NOT tow gliders into a gaggle. If the turkey can't make it from a distance of one statute mile then he/she deserves to be back on the ground.

Have a care thermalling on tow. Only a very few glider pilots are really comfortable with this stunt, and I can't think of anyone who hasn't complained about steep turns on tow from time to time for some reason or other. Never do "steep" turns on tow with intros, students, or with a glider carrying water ballast.

Do not tow low over our neighbours.

Read the tow ticket. Pay particular attention to airspeed requests and water ballast and any special instructions.

Wash the towplane before each day's flying, and do any necessary minor greasing, etc.

Don't judge the club's flying weather from your bedroom window in town. Turn up in good time for your shift and check actual conditions at the field. It doesn't hurt (nor often help) to check the local aviation weather tape before arriving.

IF IN DOUBT — CHICKEN OUT. Go around, especially if the runway is congested and low level maneuvers require you to dodge people, gliders, the retrieve ATV, or the cows!

Be careful dropping the rope, and leave yourself enough height to prevent lassoing the fence, cars, or spectators. If a crosswind might slew it onto a parked glider, land with it attached.

To the general membership:

Please help the towpilot refuel and haul the wheels out of gopher holes. But, please do not push on the struts (they are bent enough already) or charlie-horse the structural grade bulkheads. Push close to the ends of the struts or on the landing gear.

Please don't ask the towpilot to push the crosswind limits (either his or the towplane's) — 15 kts (the sock just straight out) is lots. Remember too that crosswind landings and take-offs depend on more than wind speed and direction; they depend, amongst other things, on the gustiness of the wind, the specific direction, how current the towpilot is, how fatigued he is, and how preoccupied he is with the threats his wife levelled at him for going flying.

Maintain a radio ground station and respond to all radio calls with a circuit advisory, especially on busy days. Eg. the tug calls, "Glider Patch traffic, Tango Uniform Golf, left downwind for 07." A ground station response might be, "Tango Uniform Golf, check glider traffic on right base for 07."

There are two basic types of signallers up at the towplane end of the launch: the functionally adequate and the terminally stupid. Reluctantly, I finally give up on the latter. Whereas they are doubtlessly waving their arms in the approved manner, they are frequently off in their own little world where the towpilot can't find them. For those wishing to join the fraternity of the former, consider this philosophical point: the towpilot can't see you if you can't see him. Stand well in front and leave the testing of peripheral vision to the club doctor.

Do not treat safety lightly. I wish you all good flying in 1988. □

1988 SAC ANNUAL GENERAL MEETING AND 1987 REPORTS



Bill Heidel pilots MSC Astir. Photo by Mona Chokky

The following information is SAC's official report on the past year's activities of the association for the membership. In addition, complete bound copies will be mailed to each club, committee chairmen, and directors. Additional copies will be available to members upon request. At the time of printing, the following minutes were not yet officially approved, so minor differences may appear between these and copies delivered later. Editor.

**FORTY THIRD SAC AGM
5 MARCH 1988
OTTAWA**

Opening Remarks The meeting was called to order at 13:30 hours by the President who noted that a quorum was present to properly conduct the affairs of the Association. In his opening remarks, the President called for a moment of silence in memory of Kurt Kovaks and Jeff Tinkler. Walter Piercy, an honorary life member of the Association was introduced as were the present Board members and staff.

Confirmation of Minutes of 1987 AGM The President called for a motion to adopt the Minutes of the 1987 Annual General Meeting.

Motion #1 Moved by: Phil White
Seconded by: Len Douglas
"The minutes of the 1987 Annual General Meeting be accepted as circulated." Carried.

Note: All motions are carried unanimously by show of hands unless otherwise indicated.

1987 Annual Reports Annual reports of Directors and Committee Chairman were duly introduced and acknowledged by the President.

Motion #2 Moved by: Tony Burton
Seconded by: Bruno Schrein
"All acts, contracts, bylaws, proceedings, appointments, and payments enacted, made, done, and taken by the Board of Directors of the Corporation since the date of the last annual meeting of the members as the same are set out referred to in the minutes of the Board of Directors' meeting are hereby approved, ratified, and confirmed." Carried.

Proposed Budget for 1988 and fee schedule presented by the Board.

Motion #3 "With the possibility that government funds for our sport in 1988 will be reduced, and recognizing the needs of an expanded Flight Training and Safety Committee program, the proposed budget adoption is recommended. Therefore, be it resolved that the proposed Budget for 1988 be adopted." Carried by a show of hands, as read by the President.

Notice of motion 1988 Membership Fees presented by the Board. The Membership Fees notice of motion referred to a minor change from the 1987 fee schedule. The President explained the Half Year rate (for new members only) will be effective 1 August rather than the previously used 1 September to bring the date into line with the date used by most clubs.

Motion #4 "Let it be resolved that:
Whereas the budget for 1988 can be adequately supported by last year's membership fee schedule, be it resolved that the 1988 fee schedule repeat that of 1987, with a minor change, as set out below."

		Half	Year
a. Club Affiliated members	\$ 68	\$34	
b. Junior members	45	23	
c. Married couple members	125	63	
d. Air Cadet affiliated members	28	14	
e. Individual members	68	34	
f. Associate members	31	16	
g. Corporate members	54	27	

The vote was declared carried by show of hands, as read by the President.

Notice of Motion Introduction of Bronze badge was presented by the Board.

Whereas considerable interest has been expressed by the membership, in particular those from small clubs, to introduce a standard of achievement badge between the "C" and Silver badge; and **Whereas** small clubs with one or two gliders have considerable difficulty releasing a glider for very long flights or cross-country tasks because such flights reduce the availability of a glider for other members by half or entirely, the amount of cross-country flights or five hour tasks is practically nil, thus obtaining a Silver badge is most difficult; and **Whereas** a badge within the reach of such members but a level above the "C" badge would be welcome; and **Whereas** a Bronze badge is in use in many countries and fits in nicely to the logical progression of the FAI badges, be it resolved that:

A Bronze badge having the following criteria be introduced: is a Canadian award, not an FAI recognized award; the general conditions for its award are the same as those for FAI badges; is controlled and awarded at the club level; is awarded on completion of:

- a. A Transport Canada Glider Pilot licence;
- b. 50 solo flights;
- c. A solo duration flight of at least two hours from time of release;
- d. A solo gain of height of at least 1000 metres.

Motion #5 Moved by: Mike Apps
Seconded by: Harald Tilgner
"A Bronze badge be introduced to follow the criteria as presented." Carried.

A question was asked concerning the purchase of the Bronze badges. The president stated that the FAI Awards Chairman, Larry Springford, has this in hand and the badges will be of good quality, the same as the Silver badge except in the metal used.

Appointment of Auditor

Motion #6 Moved by: George Couser
Seconded by: George Graham
"Ron Quesnel, C.A., be appointed auditor for the Soaring Association of Canada for the 1988 financial year, at the 1987 fee level."

Election of Directors Prior to the election of Director-at-Large, the President introduced the Zone Directors who were re-elected unanimously by their zones, namely, Harald Tilgner, British Columbia Zone, and Al Sunley, Alberta Zone. Paul Moffat was unanimously elected by the Prairie Zone and replaces Jerry Dixon who had to resign due to ill health. Three written nominations for a Director-at-Large were presented.

Election of Director-at-Large The following nominations had been made by mail:

Terry Beasley of Montreal Soaring Council
Chris Eaves of London Soaring Club
Rainer Zimm of Cu Nim Gliding Club

As no further nominations were presented from the floor the following motion was proposed:

Motion #7 Moved by: Tony Burton
Seconded by: Bruno Schrein
"That nominations close." Carried.

Following discussion on the nominees, voting by secret ballot took place, the result of which declared Chris Eaves of the London Soaring Club as the new Director-at-Large.

Motion #8 Moved by: Colin Bantin
Seconded by: Len Douglas
"That the ballots be destroyed." Carried.

New Business The poster project was introduced by the President, requesting a commitment from the clubs if interested in this type of publicity.

Tony Burton wondered about a new class of membership for students and letting them take a few introductory lessons before requiring them to join SAC. He wondered what the implications of this would be from an insurance point of view. The President indicated that the Directors meeting on March 6, 1988 has this item on its agenda.

Ian Oldaker wished to record his special thanks for the office assistance in the extra work involved in organizing the Flight Training and Safety Seminar.

Tony Burton expressed the thanks of all to Jim Oke for his work on the Sporting Committee. He is turning his office over to Colin Bantin. The President also thanked Jim Oke for his work, amongst the sporting fraternity. In addition, Jim's numerous and original papers on competition gliders, competition rules, etc. have stimulated thought and interest both in Canada and in FAI circles.

Motion #9 On motion of Bob Carlson, the formal part of the AGM terminated at 15:15 hours, with workshops to follow.

ACCORD IN OTTAWA

Dugald Stewart
SOSA Gliding Club

The Annual General Meeting of the Soaring Association of Canada, held between March 4 and 6 of this year, proceeded in an atmosphere of unprecedented unanimity, given the reputation that was earned by previous meetings held in Vancouver and Montreal. The working sessions on Friday, March 4, that included the Safety Seminar, Board of Directors meeting, and Provincial Association meeting apparently produced little fatigue within their participants, if the evening reception is taken as evidence. It was a sincere pleasure to renew soaring acquaintances with individuals from across the country, otherwise renewed infrequently during the flying season. A twenty-five question "ice-breaker" concerning the soaring accomplishments of some conference participants performed its role, although few attacked it with vigour. The associated prize of a subscription to "Sailplane and Gliding" was won by Robert Snell of RVSS. The attendance appeared to be in the vicinity of sixty to eighty individuals, although by the time of the Saturday banquet this had swelled to about one hundred and twenty-four, buoyed by members from other disciplines with the Aero Club of Canada.

Business Meeting The business side of the meeting came as a pleasant surprise to many, who anticipated being required to pay for a season of excessive accident claims and poor growth within clubs and hence SAC. Instead, Saturday morning was spent listening to a report that the insurance scheme would carry on for 1988-89 at the rates we grumbled over in 1987-88, without any increase. Then Jim McCollum stated, as treasurer, that no SAC fee increase would be needed: indeed, a surplus (registered as at the reporting date) had increased member equity, and gave the organization an air of vitality and competence previously lacking.

Comments and questions from the floor were generally non-controversial. Highlights included the observation that the Canadian National Soaring Competition was timed so as to conflict with the Summer Camp in Cowley, Alberta, with neither party conceding the other's priority of choice! Tony Burton renewed his request for material to be published in **free flight** from all levels within the club structure. To interject some interest, one Board member made a tongue-in-cheek complaint about the cartoon in the 5/87 issue, casting aspersions on the power of one of SOSA's towplanes! After the Flight Training and Safety Committee reported, many comments were offered respecting the Canadian Aviation Safety Board and Department of Transport and the uses of incident reports submitted to SAC.

The reports tendered by other chairmen of SAC served to, among other things, introduce new faces to the general membership. Jim Oke of the Sporting Committee introduced his successor, Colin Bantin. A new report was introduced at this meeting respecting the Aero Club of Canada, which was presented by the SAC representative, Ed Hollestelle. The presentation by the Publicity chairman brought Grant Graham to the membership's attention together with the request that clubs scour their video resources in an effort to populate the SAC library. Attention was also drawn to the fact that a new site directory was in the making, and all clubs in attendance were asked to update their club data before leaving the meeting.

The lack of controversy was so pervasive that the afternoon business meeting proceeded to give the voting on motions the appearance of a mere and optional formality. The obligatory business resolutions passed, as predicted by the atmosphere, and only some items proposed from the floor, such as a special student membership, did not achieve success. The meeting concluded so quickly (in less than two hours) that a start was made on the talks scheduled for the Sunday workshops. Ulli Werneburg discussed the new sailplanes and the effect of composite materials on the ability to design for improved performance (those who missed this might like to refer to Gillian Bryce-Smith's article in "Sailplane and Gliding", Feb/Mar 1988), and John Firth asked about topics he should address during the instrument session on Sunday morning. We all were made painfully aware that Cambridge no longer manufactured audio units for variometers, although three instruments with integral audio were available.

Banquet Throughout the meeting, the facilities furnished by the Delta Hotel comfortably matched the task at hand. When called upon to expand the size of the banquet at increasingly shorter notice, they exceeded my most sanguine expectations by offering an unhurried meal with excellent presentation and tasty preparation. This was but a happy prelude to the events that followed: a talk by Paul Schweizer of Schweizer Aircraft fame, proposing a new one-design "World" class sailplane, the presentation of SAC awards, and an illustrated talk by Robert Smolka of RVSS (one of the host clubs) on his world tour and experience with fibreglass sailplane gelcoat repair in Australia. The award presentation, wherein the Master of Ceremonies, Phil White of GGC, was ably assisted by George Dunbar and Elisabeth McCollum, was at once a surprise and disappointment. Paul Schweizer was made a lifetime member of SAC, hopefully to his surprise. When the regular awards were presented, it was disappointing to see how many recipients were absent, ranging from Lewis Burwash (200 again!) and Kevin Bennett (BAIC) to anyone from York Soaring (Roden), although stand-ins were found in all cases. John Firth (Canadair) expressed the desire to see a better flight reporting system in place to encourage more "trophy" flying. After a break for set-up, we were enthralled with slides ranging from the World Championships at Benalla, to China and the heights of Tibet as Robert Smolka's presentation cycled along. All had a good time.

Workshops From many perspectives, the Sunday workshops were the practical highlight of the weekend. John Firth led off with a discussion of the way to check instrument system performance, including the total energy compensation. Glenn Lockhard followed with a discussion of recent sailplane type approvals issued in Canada, and clarified the requirements and potential pitfalls associated with the import of both new and used gliders to this country. Comments from the floor revealed an incredible variation in dealings with different Transport Canada offices. Paul Fortier then talked about the Service Difficulty Reporting Programme, Airworthiness Directives, Service Letters, and Service Instructions. Among the handouts was a list of ADs distributed during 1986-87 concerning gliders.

Other Transport Canada presentations included "New Aircraft Maintenance Requirements" by Gerry Germain, and "VFR Airspace Available for the Soar-

ing Pilot" by Jack Squires and Dean Broadfoot. Germain talked about the doing away of the annual CCI and test flight requirement, leaving the 100 hour inspection as necessary. A ten hour tolerance and other concessions could be arranged to suit individual requirements. Squires distributed copies of the familiar colour poster depicting "Canada's Airspace" and generally discussed its contents. Many questions surfaced about the gradual encroachment of control upon former VFR areas and about transponders. Broadfoot's belief in the inevitability of a transponder requirement (for sailplanes in American wave only?) was received with considerably less than equanimity by the audience. Sessions on "Proposed Changes to Glider Pilot Licence Requirements" started by Ian Oldaker (and largely handled by Dr. Peter Perry) and on "One-Design Sailplane Proposals" (a panel composed of Paul Schweizer, Jim Oke, and Colin Bantin) all served to consume most of the four hours, substantially reducing the length and formality given to "Teaching Cross-Country Soaring" and "Little Guy" Contests. The most intense discussion attached to the one-design proposal, an idea that not everyone in the audience received favourably. *(This is one topic that is being actively discussed in the international gliding community at this moment, and is an agenda item at the CIVV meeting in March. A report will be in 3/88. Editor)*

The weekend terminated with a gradual reduction of energy and attendance, partly due to the sessions running overtime. All who attended have good reason to thank the hosts, Rideau Valley Soaring School and the Gatineau Gliding Club, and especially Glenn Lockhard, Elisabeth McCollum, Paul Fortier, Jane Midwinter, Phil White, John Firth, and Ulli Werneburg. Thanks must also be extended to Transport Canada, which supported fully half of the workshops directly, and to the SAC Board, and others, without whom the continuity of awards, etcetera, would not be.

PRESIDENT AND DIRECTORS ANNUAL REPORTS

PRESIDENT & DIRECTOR-AT-LARGE

1987, it was the best of times, it was the worst of times. Flights were up slightly but badge awards were amongst the lowest, and cross-country achievements at a minimum. Membership increased but only by five members. We managed to keep our insurance premiums from rising, but our accident rate was far too high.

On the positive side, there is much to report. Starting with the successful Nationals held in Chipman, Alberta and hosted by the ESC. The weather wasn't the best, but western hospitality was its usual warmth. The competition management was of high order getting the most out of difficult days. Outlandings were 65% and no accidents. Quite remarkable. Clubs processed their insurance returns this year with care and accuracy. Our National Office changed handling procedures and with our insurance agent delivered fast and accurate service. Payment of claims was quick and with little fuss.

On the down side, safety was preached all year, but we managed to rack up \$260,000 in claims. Far too many accidents were by high time pilots. By exercising more care, particularly at the beginning of the year, we could lower the ratio of claims to premiums to under 50%, which would result in lower insurance rates.

free flight continues to be a pleasure for us all and Tony keeps his enthusiasm at a high pitch for which we can all be grateful. He needs articles in a steady flow which at times this year dried up. We can't take our publication for granted and forget to support him. A number of clubs don't have a regular correspondent and many items of interest do not get into print. There is a plentiful supply of writing talent out there, it just needs taping.

Our committees continue to function very well. The Flight Training and Safety Committee is being organized into two groups with projects assigned to each to ease the committee chairman's workload and improve output. The Sporting Committee and its sub-committees of FAI Awards, FAI Records, Statistical, Trophies and Claims continue to click along so well you wouldn't know they were there. Jim Oke, the chairman, attended a CIVV meeting in March which he reported in detail in **free flight**. The Technical Committee organized meetings with Transport Canada on changes to Type Approval submissions and commented on numerous draft proposals which abound these days. The former are a few examples of the continuous work done by our seventeen committees all of which are vital to our existence, and performed with skill and dedication.

A number of vacancies existed at the beginning of the year for various committee chairmen. It was a rewarding experience to have so many able people accept these jobs with little, if any, persuasion.

Your National Office is well run and staffed by two very dedicated people who have a great deal of pride in their work. They are an efficient and willing team who use the information you send them with care and promptness — they need your cooperation to improve the service still more.

There seems to be a very good attitude in our Association. Phone calls, letters and visitors, reflect a wish to enjoy and improve our organization. If we all set goals and capture this spirit there is every reason to believe we can grow and prosper. Why not set goals such as: triple the number of badge flights over 1987, ensure your club submits at least three articles or letters per year to **free flight**, set up an imaginative and continuous membership campaign, double the number of incident reports submitted and actively support self-disciplined flying by making safety a way of life.

The various reports enclosed describe the wide variety and depth of work carried out by the members of the board of directors and seventeen committees. In addition, numerous individuals from clubs work on our behalf. It is my privilege to thank, on behalf of the Association, all these dedicated people who so freely gave their time and skills.

Gordon W. Bruce, President

DIRECTOR-AT-LARGE AND PAST PRESIDENT

This will be my final report to you as your Past President and one of your association's two directors-at-large.

Annual reports and general meetings are opportunities for reflection and review. This year I have the task of reporting to you the sum of my activities for the past year as well as some perspective on the preceding five of my term as one of your directors. In the sense that I have no specific responsibilities while having all responsibilities, I believe I have fulfilled the task that you have individually and collectively set for me. Gordon has, of course, the same challenge. Because we care, I believe we have fulfilled your need.

During my tenure on your Board, I tried to provide leadership, example, and support for the themes, issues, activities, and happenings that are important to me and I felt, reflected your trust and interest when you elected me Director, and your Directors elected me to be your President for four years.

The first major issue which comes to mind is competition. To me, the health of our sport relates in great measure to the strength of our competitive activities, whether it is at the FAI badge, provincial, national, or world/Olympic level. The real core of the sport, from the early days of the Wasserkuppe and before, has been to FLY LONGER, FARTHER, HIGHER and finally, FASTER. The fact that we do all this without engines makes the challenge tougher, victory sweeter. Notwithstanding this challenge we, as an organization and as individuals, are still ambivalent about the

worth of active support of competition. We have had some of our most wrenching debates on this subject. Nevertheless, I note that those sports that have the strongest themes of competition, introduced at the earliest level, survive best and prosper. As examples look at tennis, golf, hockey, rugby, soccer, and model aircraft. I wonder where powered aircraft flying would be if SOARING, rallying, and aerobatics were introduced at an early level in addition to the financial attraction of becoming a commercial/airline pilot.

The second issue is, I feel, freedom. I am not concerned about freedoms that we do not have or do not need, as much as I am concerned about freedoms that we can lose. Specifically airspace. Your association has argued with success I believe, to minimize the inclusion of unnecessary regulation into our use of airspace, and to expand our ability to regulate our activities, and ourselves. Medicals, training curricula and standards, first aid kits, and type approval recommendations, are all areas where we have had success as an organization preserving or extending our abilities to manage our own affairs. These rights must be defended constantly. The philosophy, "if it's airborne, label and control it", is alive and well in Ottawa and most commercial aeronautical entities. Soaring and all other forms of sport aviation are not well understood. We all need to work as individuals and associations to sell the worth of our passions.

Issues aside, the fundamental activity of your association still has to be the promotion of SAFE FLYING and TRAINING. This requires a strong, capable cadre of instructors to train and develop the ab-initio pilot. It also requires a good syllabus of instruction and a good system to train, retrain, and assess the instructor AND mature pilot. I still don't understand why, when military and civilian professional pilot organizations place heavy emphasis on pilot retraining, we, who are the least systems-dependent pilots (along with the hang gliding pilot) sneer at the concept of benefit from a periodic reassessment of skills. How arrogant! How many accidents does this attitude foster? How much longer are we prepared to pay the price of broken bodies and aircraft?

It is a corollary that without a strong National Office to provide organizing, secretarial, financial, coordinating, and public service functions, together with the time and ability to represent your interests, the efficiency and effectiveness of your association will suffer. I cannot emphasize too strongly how important I feel this central function and your staff is to the health and wellbeing of your association.

You have had many staff over the past five years: Jim Leach, Jean Matheson, Linda, Joanne, and Rosanne have all come and gone. In addition to Nancy Nault and Ella Gormley, who serve you very well indeed, there are many volunteers who work on your behalf, selflessly. They all deserve your thanks and support. Treasure them all. I know that without them my contributions, whatever you judge them to be, would not have been possible.

I take some personal satisfaction that our membership has finally stabilized and is showing a bit of growth. In general, our clubs are stable and many are quite strong and growing. We have trusts to provide future income independent of government favour — we have reached the point where, if we choose, we can be financially independent once more; and last, but not least, your equity is once more growing nicely. But you must stand firmly against those who, for short-term gain and illusionary advantage, argue to reduce this equity. Mediocrity is the only reward for the destruction of equity.

Over the years I have served on your Board, I have had the honour of working with, and arguing with many remarkable pilots. I thank them for their courtesy and the passion of their arguments. I respect their commitment, even if I didn't always agree. I must also express my appreciation of the contributions of Beth and Jim McCollum and their dedication to the enhancement and growth of the National Office and your association.

My one major regret is that my sole obvious public expression of whimsy, "CROCODILE CORNER", disappeared as fast as I left the Presidency. Fame is truly fleeting.

Finally, our ultimate challenge has to be the discovery of a way that we who fly by our wits, skills, and the seat of our pants, can transmit to others, who could join and stay with us: our joy, passion, obsession, and satisfaction flying as free as common sense and Transport Canada allow.

FLY SAFELY, WELL, AND OFTEN — AND WATCH FOR THOSE WRETCHED CROCODILES.

Bob Carlson

PACIFIC ZONE

1987 has been a year of growth in certain areas of British Columbia and of status quo in others. The weather was very good on the west coast if you were a sunbather and surfboard enthusiast. Soaring weather was not as predictable as in other years. However, one memorable day on August 6, with blue skies and stacks of lenticular clouds, one of our members flying in the Hope area earned his Diamond altitude having gained over 17,000 feet.

Alberni Valley, on Vancouver Island, is a club which consists of about five or six very dedicated members, but the area is economically depressed and it is very hard to recruit new members to take up the sport, especially since winch launches do not always produce extended flights. On the other side of the Island there has been a little more activity from Cassidy airport. Plans were made to support Air Cadets with further training, and later in the year they ferried a towplane and glider to Princeton on the mainland. However, they too are having trouble attracting more members.

The Bulkley Valley club in Smithers has been less active this year than in the past because of manpower problems and the fact that their two-seat trainer is unserviceable.

A small but enthusiastic group east of Fort St. John could not get started because they did not have a two seat-trainer, and also could not secure the services of a tow aircraft.

Good news from the Rocky Mountain Trench came early in the year. A group of people from Invermere, already versed in aviating matters, decided to buy a Blanik. When the Vancouver group arrived on their safari — training began. The soaring safari, starting in Princeton and ending in Invermere, was organized by Charles Wilson and saw members from Vancouver, British Columbia, Washington State, and Alberta take part. Later in the season, a group of members from Cu Nim visited in the Windermere Valley and flew from the airport at Fairmont Hot Springs, exploring the soarability of this particular area with the result that a repeat visit is in the offing.

The ASTRA group within the Vancouver Soaring Association was well represented in the Columbia basin in Washington State and two members flew respectable distance flights this past summer.

The Vancouver Soaring Association has seemingly turned things around in their recruitment program by the innovative fee structure worked out the previous winter by a very capable group of members. As a result of this, and also in part due to the high profile flagship of the fleet, a Grob 103, the summer of 1987 was judged a success. Power pilots converting and passengers getting hooked on gliding helped to keep the membership secretary busy amending the lists.

The British Columbia Soaring Society, on the other hand, is not perceived to be required by most clubs in BC and the support for it is minimal. This is very unfortunate, especially in view of the hard work that was put into it by two very dedicated members of our Association.

By and large, the outlook must remain optimistic and with the right programs and proper planning, much can still be done.

Harald Tilgner, Pacific Zone Director

ALBERTA ZONE

The Alberta clubs managed to hold on to their status quo this year. The bright spot was the Cold Lake club, which had a good membership increase and kept their two instructors very busy in the training schedule.

Cu Nim and the Edmonton club experimented with introductory membership plans of different configurations. Both were well received by interested parties and brought new members to the clubs. Some problems occurred and the plans will be modified in '88 to overcome these. The format of these plans will be written up in future issues of **free flight**. It appears both of these plans could be a successful way to increase membership and will be monitored and reported on.

The Grande Prairie club went to winning this year to keep membership costs down and were successful. The winch was made, with local modifications, from the plans and article which the Windsor club wrote up in **free flight**. It is very well constructed and the club can certainly take pride in its manufacture and operation. They use a stainless steel solid wire obtained from oil well loggers which works extremely well for winching.

The Edmonton club was very pleased that the '87 Nationals they hosted were well received by the competitors and crews, although the weather was certainly not up to expectations. However, the complete season was that way in Alberta. The cross-country clinic the following week also suffered from mediocre soaring weather.

The Blue Thermal club had problems early in the season with two of their gliders suffering damage in a severe windstorm which hit the area, but were fortunate in getting their Blanik back in operation in a reasonably short time.

Summer Cowley camp and Fall Cowley wave camp had good attendance, but were also hampered by the weather. The Summer camp attendees sweltered under extreme heat and thermals that did not become active until the middle of the afternoon. There were no good cross-country flights. The Fall camp had beautiful warm weather for October with a few thermals and only hints of wave until the very last day. A few people who had delayed derigging were able to latch on to a wave which became active in the late morning. Some Gold heights were obtained, but I am not aware of any Diamond claims.

The Western Basic Instructors School was cancelled by Ian Oldaker due to a lack of candidates registering. The 1988 school will be hosted by Winnipeg.

The Cu Nim Gliding Club has put in an application to host the 1990 Nationals. Time and place to be announced shortly.

Alan Sunley, Alberta Zone Director

ONTARIO ZONE

The 1987 soaring season got off to an early start for four Ontario pilots. While the rest of us were shovelling the snow out of our driveways, Ed Hollestelle, Wilfried Krueger, Ulli Werneburg, and Dave Webb spent January in Australia competing in the World Championships. Mike Apps, the other member of the Canadian team, lives in Alberta.

In June, eleven Ontario pilots made the long trek to Chipman to fly in the Canadian Nationals. In late July,

Ed Hollestelle and Dave Webb travelled to Uvalde, Texas to fly in the US Standard Class Nationals.

Meanwhile, back at home, Ontario glider pilots were enduring a season of generally lousy soaring weather. The only successful badge leg flown out of SOSA this year was a Silver height gain. In spite of the weather, the latest membership statistics released by the National Office indicate that there was a significant increase in membership in the Ontario Zone. To be more precise, the increase was forty-nine members which works out to be seven and a half percent. So that's good. We might even hope that it suggests better times are ahead for the soaring movement in Canada. Unhappily, this increase seems to have been offset by declines in membership elsewhere with the national totals staying more or less constant.

One thing is certain. An increase in membership isn't going to happen by itself. Somebody is going to have to get out there and work to make it happen. What are you doing to help make it happen? Displays set up at Sportsmen's shows or in shopping malls are a lot of work. But they really pay off. Oh, I know, you run into a lot of kooks at these things. But remember, only one Canadian out of every twenty thousand is a glider pilot. So be careful who you're calling a kook. The point is that you have to have an awful lot of people pass your booth just to get one or two or three genuine prospects. Try it. You'll see. It really works. Have your club's membership person keep track of how each new member heard about your club. Five years ago, Air Canada held an air show in aid of the Cancer Society and SOSA was invited to participate. We did and we did it again the following year and those were the only two years the show took place. But we still have people showing up at our field who tell us they saw us at the Air Canada Airshow.

An Open House day at your gliderport is also a good way to get exposure for your club. Many radio stations have public service type billboards that will give you a free plug. At SOSA, we are still trying to forget a very successful open house we held a couple of years back at which one of our members entertained a large crowd of spectators by flying a Blanik smack into a large tree. Not exactly the image we were hoping to project. We are still trying to sign up the Blanik passenger as a student. We never give up.

Dixon More, Zone Director

QUEBEC ZONE

The year 1987 has been, for Quebec clubs, another mediocre soaring season and the law of averages dictates that 1988 should be an excellent one including the Nationals at Hawkesbury.

The membership has kept steady at around 250 active pilots for seven reporting clubs. The total number of flights at 6900 showed a slight loss compared to 1986, but the corresponding number of hours went up by more than ten percent to 4200 hours increasing the average flight duration from 32.8 min (1986) to 38.0 min (1987). These figures are for all gliders, club-owned and private. The clubs operated nine towplanes and two winches in Chicoutimi (St-Honoré airport) and CVV Québec in St-Raymond. At CVVQ last season about eight percent of all launches were by winch, mainly checking out pilots and instructors.

The increase in average flight duration probably indicates an increased experience of the average pilot; but it could also mean that not enough new members are being recruited and that the number of student pilots is decreasing. All clubs know that recruiting new members has to be stepped up and utmost imagination is required to publicize our sport by all means.

To increase membership, a well-organized publicity effort is most useful. The Champlain club has been helped by a well-timed newspaper article in LA PRESSE. CVV Québec had an arrangement with a local FM station which regularly mentioned the club and its activities and ran a lottery for free flights. This

produced good results and will be tried in 1988 on a larger scale.

The weather in 1987 seems to have favoured the west, since Montreal SC had an improved season while at CVVQ St-Raymond, after a promising early start (April 11) the weather turned rainy in June, July, and September.

Flying during the week is the best means for better glider fleet utilization, and is practised at Montreal SC, Outardes club and CVVQ St-Raymond. The latter club has had for many years a tow-pilot on duty throughout the week in June, July, and August. It really improves flight statistics, revenue, and morale when a bad weather seven-day cycle washes out several weekends in a row. It is even better if an instructor can be "on call" since the progress of student pilots can be accelerated tremendously.

Another good practice is flying out of airfields other than the club's home field. Montreal SC does this at Lake Placid and Julian, PA, the Champlain club at St-Jovite, and CVV Québec at Baie St-Paul. The choice of fields is dictated by quest for wave flying, or 500 km and 1000 km at Julian. The Montreal pilots earned two 500 km Diamonds and our congratulations go to the two lucky and/or persistent pilots.

The agricultural zoning law in Quebec continues to cause difficulties and rendering insecure use of the flying fields of some clubs. Champlain and Outardes clubs have been affected. It shows again how closely we have to watch and how vigilant we have to be concerning impending legislation which could curtail our flying activities. In this particular case, both gliding and general aviation have missed an opportunity to at least try to influence the legislation while it was being prepared. Only a well-organized and smoothly running organization with people knowledgeable in the field of aeronautical, agricultural, building, etc. legislative and regulatory bodies can well serve its members by recognizing possible future difficulties and intervening at the necessary level and within the necessary period.

Some changes have occurred in the smaller clubs: Outardes club has shifted its operations to St-Esprit, north of Montreal. At their former airfield, in St-Gabriel-de-Brandon at Lac Maskinongé a new club has been formed, the Aeroclub Sportair-Lanaudière which has acquired a 2-22 and a towplane and is preparing to start flying operations in 1988.

At Chicoutimi, the club has been reorganized under the name Mont Valin 02 Inc. and is running its winch operation at St-Honoré airport with four gliders including a two-seat Lark motorglider and a Lark one-seater.

More on membership: to keep membership high, clubs should pay attention not only to recruiting, they should also find out why members are leaving the club or do not renew. Some reasons are obvious like members moving away. But talking with former members (in a diplomatic way) might uncover quite unsuspected reasons. It is easy to blame a former member for leaving or quitting before reaching solo or licensing stage. But the intense competition from other sports and other flying type clubs (ultralight, delta) has to be recognized, faced, and met head-on. Operations should be made more efficient. A student pilot should be guaranteed to complete his licence within a reasonable timeframe, because he just might go to a flying school which is expensive but better organized.

It should be noted that to intensify flying activities, a potential exists south of the border. Flying costs down there have gone up considerably and costs of over \$US2000 have been reported just to reach solo! Maybe we should think about package deals for two to four week holidays to be worked out and publicized where useful and promising.

In concluding, I wish to remind pilots that the '88 Nationals will be held close to us all; that non-competitors should remember that for them there is

always a first time; that the place is Hawkesbury, and the period: Practice — 16 to 18 July and Contest — 19 to 28 July, 1988.

Alex W. Krieger, Quebec Zone Director

MARITIME ZONE

In the memory of most Maritimers the summer of '87 was great — just lovely. Warm, sunny days and cool nights made the perfect vacation season. But that's not quite the way the soaring pilots remember it. The flying year started out with strong, gusty winds that kept the solo students and the low-time pilots pretty well grounded for safety reasons, and went on through May, June, and the early part of July with fair to good soaring conditions each week from Monday to Friday, but low clouds, rain, and cool temperatures almost every weekend.

Later on, however, there were a few super soaring days and on one of these, Tom Foote, our resident cross-country expert, made a 400 km flight in his Open Cirrus that took him across the province to the Atlantic side and over the Halifax-Dartmouth harbor area where he took a roll of the finest glider-to-ground still pictures I've ever seen.

Speaking of cross-country flying, the Bluenose club now has on its roster one Charles Yeates, whom many of you will remember as having held quite a number of Canadian speed and distance records back in the 50s and 60s. He had been out of the soaring game for many years, but after joining the club in the spring of '87 and polishing his old skills through the summer, he proceeded to prove that "the past is the present" by breaking a Canadian soaring record while on a vacation trip to Australia. Charles and his wife posted a new speed for the 200 km multiplace triangle while flying a Lark out of Tocumwal in New South Wales.

The poor weather at the start of the season cut the total number of Bluenose club flights to just over 1100 from the normal of about 2000, while the other club in the zone, the New Brunswick Soaring Association, managed only 30 or 40 flights. Unfortunately, their numbers have been going down steadily for the past few years and they ended the '87 season with only one glider and two active members. They have a winch for sale, by the way, and by the time this goes to press, their 2-33 will probably be available as well.

As with most small clubs the New Brunswick outfit was sparked by a small but enthusiastic group of pilots who put much more than their share of time and effort into keeping the club going. In this case, they were all young and, as luck would have it, they all ran into the demands of work schedules, raising small children, and keeping the spouse happy at the same time. As a result, club activities had to take a back seat and the driving core of the group dissolved. C'est la vie!

The Nova Scotia club has remained at the same number (30) for the past few years with the normal attrition being balanced by the annual intake of new students. Every year they hold a week-long training course about the end of May and this proves to be very effective in bringing in the new blood.

The SAC Board of Directors visited Stanley en masse when they came to Nova Scotia for their fall meeting. They all flew in the club ships and for several of them it was their first winch launch. (My God! What an angle of climb!)

A potential wave site was discovered on Cape Breton island during the latter part of the year, but there wasn't enough time to set up a camp and test its possibilities. A new mobile winch is now under construction and we expect to check out this site, along with a number of other good soaring locations in 1988.

Respectfully submitted,
Gordon Waugh, Zone Director

COMMITTEE CHAIRMEN REPORTS

FLIGHT TRAINING AND SAFETY

New Members Four pilots, Fred Kisil (Winnipeg GC), Paul Moggach (York Soaring), Dick Vine (Bluenose SC), and Mike Apps (Edmonton SC) were welcomed during the year as full members of the committee.

John Firth has been the safety spokesman for several years, and stepped down at the end of the year. He will be concentrating on advanced training and competition soaring type courses in future. He also brings useful technical insight to our work. Manfred Radius has been contributing to the committee's work in aerobatic and other areas, and is currently working on an aerobatics handbook. Denis Gauvin has been running the French language instructor courses, and provides valuable translation assistance for manuals, etc. Alec Krieger has been a member for several years, and has attended the OSTIV panel meetings for the past three meetings, along with the chairman. As a SAC director, he provides an insight into Association policy as required. George Eckschmiedt provides a useful sounding board from his extensive background in gliding.

Accidents to gliders The 1987 season was characterized by an increase in the number of accident claims (although decreased claim amounts). This is a disturbing trend, particularly when it is realized that the accidents are happening to seasoned or experienced pilots. It is notable that no accident occurred during a contest, and our contest pilots are to be commended. Analysis of the accidents showed some trends, and these can be grouped roughly into these categories:

- 11 ground loops or 25% of the total
- Inadequate checking and procedures, 16/42
- Landing accidents accounted for 43%
- Parts failures in several accidents

In one or two accidents the pilot had failed to use the spoilers correctly; the fundamental use of spoilers is to get down, and initial instruction should be careful to establish this with students who may think side-slipping is an alternative. It is more correct to use both when very high, not sideslip only.

The accident summaries show the SAC-reported incidents and accidents plus a number of extra incidents, to make a total of 44 reports. It is noted that several accidents for which insurance claims were being or had been made in 1987 had not been reported to the Association, as required. This included some accidents from the very start of the season; this was remedied, however, later in the season. At a meeting of the Flight Training and Safety committee held on February 13-14 in Toronto, the committee agreed to again make a strong recommendation to the directors that insurance payment should be held pending receipt of an acceptable report from the pilot or club; this had occurred with one write-off claim in 1987 in which the pilot had been contacted for a more complete report, after an initial very inadequate summary. However, some payments had been made at the start of the season without a report to the Association; some reports remain outstanding.

There is a tendency for structural deficiencies to go unreported, and this seems to be reflected in last year's incidents. Known problems include undercarriage detents not catching, winch transmission wearing and canopies opening in flight; the committee feel strongly that the training of pilots should require them to **push up** on the canopy frame or the canopy itself as a part of the pre-takeoff checks. It is insufficient to visually check its closing. Special emphasis is required here. Finally, three release malfunctions are too many. All these diverse incidents distract the pilots and can cause serious problems unless we consciously try to report and fix the shortcoming.

Many of the forty or so incidents occurred due to minor omissions or complacency. This trend is a cause for concern, and the committee addressed this area at their recent meeting. As a result, a program of Safety Posters will be issued. Gil Parcell has drawn four to date, and these will become available to clubs during the season. Contact has been made with Air Safety Promotions people at Transport Canada, and it is hoped they will be able to assist with printing and distributing some of the posters for us as commercial costs run high.

Safety Exchange Seminar The committee organized a Safety Exchange Seminar for all CFIs and other pilots for the Friday preceding the 1988 AGM. The Association agreed to fund each club for part of the cost of sending their CFI or Safety Officer. This seminar was geared to safety, starting with a review of the 1987 incidents and accidents. Towplane upsets, conversions, instructor updating and learning factors, points for instructors when teaching pilots early on, and action plans were included on the day's agenda. It is planned to include a fuller report on the seminar in **free flight** later.

Instructors Courses During 1987, only one instructor course was run, this being held at the SOSA club. For 1988 at least three courses will be run, at the Gatineau and Winnipeg clubs, and Club de vol à voile de Quebec.

Club Visits Several clubs were visited during 1987 by members of the committee, flights were taken with instructors, and discussions held. These visits are planned to increase in 1988, and the opportunity to fly with the local pilots will again be taken. Check-outs for instructor upgrades will be included.

Manuals The **Soaring Instructor's Manual** is currently being illustrated prior to printing early in the 1988 season. It is also being translated into French with the aid of a grant from the government. The manual has been in use at instructor courses for the past few years in its present form; however, with this reprint, it will again be available to all pilots through the Association's national office. The **Student's Soaring Manual** is to be renamed as such, and plans are to revise it in due course. The **Air Instruction Notes** are being re-typeset to make them more readable in the cockpit; they will be available shortly.

Glider Accident Investigations Mike Apps, as a member of the Alberta Soaring Council and more recently of this committee, was contacted by a CASB Western Region representative for assistance in drawing up a procedure manual for investigators to use when working on glider accidents. Assistance is being provided, particularly in the area of structural details of sailplanes, of which the CASB people lack knowledge.

Safety Sub-committee The following members were appointed to a sub-committee: R. Vine, G. Eckschmiedt, M. Apps, and I. Oldaker. R. Vine will be responsible for statistics, and I. Oldaker will be interim chairman. The incident/accident report form will be updated, as will the statistics form now used by only a few clubs. This sub-committee will take charge of safety programs and will keep a close interest in incidents, to try and learn from them, and to start remedial actions as indicated.

SAC Instructor Courses The present system is one in which pilots either attend a SAC-run course of one week, or they can be taught within their club, often with a loosely organized course. The committee has "sanctioned" one or two such courses in the recent past, but still prefers that pilots be trained on an official course. The pilots trained within a club will write the SAC exam, but otherwise, the committee has no contact with them.

The question of travel distance and timing of the official courses was a problem for many pilots; these problems occur often in the west. The committee is therefore working to come up with a system permitting SAC-sanctioned courses on a broader base. In the meantime, any club wishing to run a course

should first consider sending their pilots to one of the SAC courses being scheduled for 1988 before contacting the chairman of the Flight Training and Safety committee to work out the details.

Instructor Image and Upgrading Changes In an attempt to improve the image and visibility of instructors, future upgradings will be publicized in **free flight** and a special instructor's badge will be issued. The design of the badge hasn't been chosen to date; any designers out there?

The committee proposes to have more interaction with pilots going for a Class I upgrade, and use the occasion to standardize instruction. Therefore, Class I upgrades will, from now on, require a dual flight with a member of the Flight Training and Safety committee; during this flight some further aspects of training, eg. post-solo and post-licence training, will be covered. For these flights the pilots going for the upgrading are encouraged to visit the member's club as a guest. Upgrades will also be featured at contests where pilots congregate and a member of this committee would be present. In the first year or so, this system will require some careful coordination, and clubs are therefore asked to make their requests known as soon as possible so that suitable arrangements can be worked out. As the system gets going, additional "checkpilot" instructors will be appointed.

Medical Certificates The committee discussed the recent MoT proposal in which the present Class 3 medical for glider pilots will be retained for instructors. There would be no requirement for the Class 3 for carrying passengers, for example, and some members felt uneasy about this. The Association's agreement to the proposal to drop the medicals for pilots but not instructors had been made known to MoT, and this followed the position taken by the Association at previous AGMs at which the subject had been hotly discussed.

The committee suggested that individual clubs should be left to decide whether the club would require pilots to have a medical for carrying passengers: a distinction is made in some clubs that allow pilots to carry friends in the front seat but only allow instructors to carry members of the public who come for a familiarization flight.

Respectfully submitted,
Ian Oldaker, Chairman

FREE FLIGHT

Many thanks to all the contributors, from east and west, and of every skill level in our sport, who helped to make **free flight** the success it was in 1987. Some free evening, take all six copies out and browse through them again — see how much you've forgotten already? Great flying stories, thoughtful technical and safety pieces, and opinion and editorial reports which let you know where soaring was going, or should go in the future.

The issues averaged 24 pages, plus the eight page 1987 AGM insert and the special four page inserts in two issues on Canadian diamond and records history. Flying stories regained first place in total content last year, with the content divided approximately as follows:

	pages	items
Flying stories	16	12
Sporting/competitions	13	8
Safety briefs	11	26
SAC affairs	10	8
Historical	9	4
Training/instruction	8	4
Technical articles	7	7
Humor	4	6
Personality	2	3
Opinion/editorial	21	
Hangar Flying items	9	
Club/provincial news	7	
FAI badge/record data	4	

The analysis is rough as several articles cross the categories listed above. SAC affairs does not include the eight page AGM supplement in 3/87, but was large as a result of Bob Carlson's reporting of the beginnings of the Aero Club of Canada. Historical took a jump with the well-received Canadian diamond badge and records listings. It was good to see a lot of flight stories in the mail basket, but I was running out before Christmas, so once again I ask **free flight** readers to share their adventures by writing to me — you don't have to be a good writer or an old pilot, you just have to have an interesting story to tell (a photo or two would be great) — and I'll do the rest.

Here goes now with some medal presentations:

Technical —

Gold and Silver to Jim Koehler for "Bernoulli, Bah!" in 2/87 and "Approach Speeds" in 4/87. Both generated a great deal of comment and Bernoulli got reprinted in the New Zealand "Kiwi" magazine.

Flight —

Derek Ryder's, "A Feeble Attempt at Best" in 6/87. It sounded like a "Perils of Pauline" silent movie (in a manner of speaking), and proved you don't have to own a Nimbus or fly like a Nationals pilot to have something interesting to say.

Safety —

Douglas Murray's, "The All-important Difference" in 3/87 should perhaps be categorized as the Philosophy of Flight. It speaks well to both the greenery of pilots and to the oldest and boldest to pay lively attention to the air and the craft they sit in.

I plan to continue my work to make **free flight** your favourite gliding magazine. If you think I'm doing anything wrong or have any suggestions for improvement, let me know.

Tony Burton,
editor

TREASURER'S REPORT

Résultats financiers de 1987 Je suis satisfait d'annoncer que du point de vue financier, l'Association canadienne de vol à voile s'en est bien tirée l'année passée. L'avoir des membres de l'association a augmenté d'environ 50 pour cent et s'élève à près de \$100,000 à la fin de l'année.

Les revenus de l'ACVV lui-même, c'est-à-dire si l'on exclut les divers fonds en fiducie, ont été d'environ \$15,000 plus haut et les dépenses d'environ \$10,000 de moins que les sommes inscrites au budget de l'exercice précédent. Par conséquent, l'association se retrouve avec un excédent budgétaire important qui s'entraîne à une augmentation proportionnelle de l'avoir "non-restreint" des membres d'environ \$24,500.

En ce qui concerne les revenus, les subventions gouvernementales ont été supérieures à celles accordées en 1986, ce qui indique en partie une diminution du passif associée avec les subventions, mais bien plus élevées que le montant prévu au budget. Les droits d'adhésion et le revenu en forme d'intérêt ont également rapporté des sommes supérieures aux montants prévus.

Les dépenses, en général, ont suivi celles du budget établi, à quelques exceptions près. Par exemple, les dépenses du Comité de la sécurité et de l'entraînement ont été inférieures à ce qui avait été prévu, principalement parce que la réunion de l'automne dernier du comité a été remise au début du nouvel exercice et, du fait de certaines circonstances diverses, de la tenue d'un moins grand nombre de cours d'instructeurs que prévu à l'origine, ce qui n'est pas sans modifier le total des revenus. Des économies ont pu être réalisées sur les réunions et les voyages,

ainsi que sur certaines dépenses de bureau. Le montant plus élevé des appels téléphoniques peut être expliqué par le fait que l'association a dû travailler avec un personnel réduit et sans l'aide d'un directeur administratif.

Si l'on jette un coup d'œil rapide au bilan, l'excédent de 1987 mentionné précédemment s'est montré comme une augmentation de l'avoir non-restreint des membres. Par ailleurs, on remarque des changements importants au compte du passif de l'association qui a diminué d'environ \$33,000. Cela indique l'achèvement des aspects financiers de la participation de l'équipe canadienne au Concours mondial et le règlement de la majorité des autres comptes impayés avant la fin de l'exercice. La seule importante dette en fin d'exercice a été une subvention reportée. En ce qui a trait aux valeurs actives, on enregistre une baisse des valeurs immobilisées en raison de la dépréciation, et l'on note une accumulation de stocks tandis que la diminution de l'argent comptant refléchit largement une réduction aux comptes à payer.

Le total des actifs dans les fonds en fiducie de l'ACVV (à l'exception des fonds du Concours mondial) s'élève à \$31,405 à la fin de l'exercice, alors qu'il était de \$23,580 à la fin de 1986. Cette augmentation est principalement enregistrée dans le fonds de fiducie de Pionnier. L'annotation quatre des états financiers donnent une explication détaillée de chacun de ces fonds.

Prévisions budgétaires pour 1988 Le budget de 1988 est la même configuration que celui de l'an dernier et est établie à partir d'hypothèses semblables. En particulier, on estime que le nombre et les catégories de membres ne changeront pas de façon considérable. On prévoit continuer de recevoir des subventions gouvernementales à un degré modéré et augmenter le total des revenus grâce à la reprise des cours d'instructeur dans leur intégralité. Par ailleurs, on prévoit que les dépenses seront similaires à celles de l'an dernier. Les principales dépenses ont trait à l'exploitation du bureau national, à la production de la revue **vol libre**, à l'organisation des réunions du conseil d'administration de l'association et du comité chargé de la sécurité et de l'entraînement de vol. Le budget est équilibré, et le montant total des revenus et des dépenses s'élève à \$133,000.

Frais d'adhésions pour 1988 Les frais d'adhésions demeurent les mêmes que l'an dernier, et aussi la marge bénéficiaire pour les casquettes de vol-à-voile.

1987 Financial Results I am pleased to report that SAC did well financially in 1987. Overall, members' equity in the Association rose by almost 50 percent and approached \$100,000 at year's end. For SAC proper, that is excluding the various trust funds, revenues were approximately \$15,000 higher and expenditures approximately \$10,000 lower than the amounts contained in last year's budget. As a consequence the Association ran a sizeable surplus and there was a corresponding increase in unrestricted members' equity of almost \$24,500.

On the revenue side, government funding was somewhat above 1986's pace (reflecting in part a reduction in deferred grant liabilities), but well above the projected amount contained in the budget. Membership fees and investment income also exceeded forecasted amounts.

Expenditures generally followed the pattern set out in the budget, although there were some notable departures. The expenses of the Flight Training and Safety committee were below budget — this primarily reflects the rescheduling of last fall's meeting of the committee to the new year and, due to a variety of circumstances, the holding of fewer instructors courses than was originally planned (the latter also affects the revenue side of things). There were some

economies relative to budget on meetings and travel, as well as various office-related expenses. The higher telephone charges can be thought of, at least to some degree, as the result of operating with reduced office staff and not having an executive director.

Turning briefly to the balance sheet, as mentioned 1987's surplus shows up as an increase in unrestricted member's equity. Apart from that, the major changes were among liabilities. Overall, liabilities were down some \$33,000. The only significant liability at year end is in the form of deferred grants. This reflects the winding down of the financial aspects of Canadian participation in the 1987 World contest and the settling of most other outstanding accounts before year's end. On the asset side, the decline in fixed assets reflects depreciation, there was some build up of inventories (chiefly log books and calendars), while the decline in cash reflects the reduction in accounts payable.

Total assets of SAC's trust funds (excluding the World Contest fund) amounted to \$31,405 at year's end, up from \$23,580 at the end of 1986. The increase was concentrated in the Pioneer trust fund. Details of the individual funds appear in Note 4 of the financial statement.

1988 BUDGET

REVENUE

Fees:	Membership	87,000
	Insurance Admin.	9,200
	FAI	1,800
	Flight Training & Safety	4,000
	AGM	2,000
	Sales	11,000
	free flight (ads, subscriptions)	3,500
	Investment Income	5,500
	Government Grants	9,000
		<u>133,000</u>

EXPENSES

Salaries	32,500
Professional Fees	2,500
Rent	8,500
Office Expenses	3,000
Telephone	6,000
Postage, Courier	3,500
Printing	2,000
Depreciation	3,000
Cost of Sales	9,000
free flight	22,000
Affiliated Memberships	5,000
Flight Training & Safety	12,000
Meetings and Travel	21,000
Other (Publicity, FAI, Insurance)	3,000
	<u>133,000</u>

1988 Budget Projections The budget follows last year's format and is based on similar assumptions. In particular, it is assumed that the level and composition of the membership does not change in any significant way. A continuation of government funding at a modest level is projected. Revenue from flight training is forecasted to rise with a resumption of the full complement of instructors courses. The pattern of projected expenditures is similar to last year. The major areas of expenditures are those associated with the operation of the National Office, the production of **free flight**, meetings of the Association's Board of Directors, and the Flight Training and Safety committee. The budget is balanced, with total revenue and expenses at \$133,000.

1988 Membership Fees Membership fees have been held at last year's level, so has the markup on gliding beans.

Jim McCollum
SAC Treasurer

SAC FINANCIAL STATEMENT FOR 1987

STATEMENT OF FINANCIAL ACTIVITIES—GENERAL FUND

For the year ended December 31, 1987

	General	1987 Trust	Total	1986 Total
REVENUE				
Fees: Membership	\$87,013	\$ -	\$87,013	\$78,241
Administration (Note 2)	9,225	-	9,225	8,725
FAI	2,025	-	2,025	1,280
Other	170	-	170	-
Flight training and safety	1,795	-	1,795	2,774
Annual general meeting	1,633	-	1,633	1,708
Merchandise sales	12,303	-	12,303	14,717
Free Flight	3,933	-	3,933	2,506
Investment income	4,316	1,225	5,541	3,256
Donations	280	6,600	6,880	6,210
Government grants	19,368	-	19,368	15,523
Total	142,061	7,825	149,886	134,940

EXPENSE

Salaries	29,156	-	29,156	28,444
Professional fees	4,270	-	4,270	5,476
Rent	8,395	-	8,395	8,395
Office	3,490	-	3,490	5,067
Telephone	6,286	-	6,286	5,366
Postage	3,341	-	3,341	4,237
Printing	282	-	282	4,890
Insurance	427	-	427	2,500
Depreciation	3,205	-	3,205	3,226
Merchandise	9,220	-	9,220	15,905
Free Flight	21,117	-	21,117	20,200
Affiliated memberships	4,666	-	4,666	770
Flight training and safety	3,842	-	3,842	1,663
Meetings and travel	18,352	-	18,352	24,207
Other	1,538	-	1,538	575
Total	117,587		117,587	130,921

EXCESS OF REVENUE

OVER EXPENSE	\$ 24,474	\$ 7,825	\$ 32,299	\$ 4,019
Members' equity, 1 Jan 87	43,078	23,580	66,658	62,639
Members' equity, 31 Dec 87	\$ 67,552	\$ 31,405	\$ 98,957	\$ 66,658

BALANCE SHEET — GENERAL FUND

As at December 31, 1987

ASSETS	1987	1986
CURRENT ASSETS		
Cash	\$ 56,208	\$ 64,281
Accounts receivable	144	2,528
Inventory	12,295	7,986
Sub-total	68,647	74,795
FIXED ASSETS, at cost less depreciation (note 3)		
Sub-total	8,274	10,629
Sub-total	76,921	85,424
TRUST FUNDS (note 4)		
Cash	8,405	8,580
Term deposits	23,000	15,000
Sub-total	31,405	23,580
	\$108,326	\$109,004
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable	\$ 385	\$ 16,646
Deferred government grants	8,984	11,902
Due to World Contest Fund	-	13,798
Sub-total	9,369	42,346
MEMBERS' EQUITY		
Unrestricted	67,552	43,078
Trust Funds	31,405	23,580
Sub-total	98,957	66,658
	\$108,326	\$109,004
WORLD CONTEST FUND		
REVENUE		
Donations	\$ 12,181	\$ 78,086
Interest	144	152
	12,325	78,238
EXPENSE		
World Contest	23,221	67,249
EXCESS OF REVENUE OVER EXPENSE		
	(10,896)	10,989
MEMBERS' EQUITY — beginning of year		
Cash	15,695	4,706
Term deposit	2,799	
	2,000	
MEMBERS' EQUITY — end of year	\$ 4,799	\$ 15,695

AUDITOR'S REPORT

To the Members of the Soaring Association of Canada:

I have examined the statements of financial activities of the General and World Contest Funds of the Soaring Association of Canada for the year ending December 31, 1987 and the balance sheets as at that date. My examination was made in accordance with generally accepted auditing standards and included such tests and other procedures as I considered necessary in the circumstances, except as explained in the following paragraph.

As is common in organizations of this type, donations revenue, by its nature, is not susceptible to a complete verification by audit procedures. Accordingly, my examination of such revenue was confined to tests of deposits of recorded receipts in authorized depositories.

In my opinion, except for the effect of adjustments, if any, which I might have determined to be necessary had I been able to verify all revenues as described in the preceding paragraph, these financial statements present fairly the results of the Association for the year ended December 31, 1987 and its financial position as at that date in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Ron Quesnel, Chartered Accountant

NOTES TO FINANCIAL STATEMENT

Note 1 Depreciation Depreciation of fixed assets is calculated at the following rates: Office equipment — 20% of reduced balance; Computer equipment — 20% straight line.

Note 2 Administrative Fees Administrative fees consist of a \$25 per aircraft charge to members on insurance premiums of \$356,360 collected in 1987 (1986—\$319,370).

Note 3 Fixed Assets Fixed assets are office and computer equipment. There was an addition of \$850 in office equipment to bring year end balance to \$12,435; the year end balance for computer equipment was unchanged from 1986 at \$11,363. Accumulated depreciation at year end was \$15,524, bringing the total value of fixed assets to \$8,274.

Note 4 Trust Funds At year end, the value of the various funds were: Balint fund — \$2,251; Pioneer fund — \$26,346; Glynn fund — \$2,808. Total is \$31,405.

Note 5 Contingent Liability The association is one of several co-defendants in an outstanding litigation for \$400,000 resulting from an accident of a member. The association is disclaiming any liability.

Note 6 Certain details of the complete financial report have been omitted here for the sake of brevity, but this report is substantively complete. Members may have a complete copy by contacting the National Office.



Dugald Stewart

Jim Oke accepts his Soviet certificate from George Dunbar. In background are MC Phil White, and Beth McCollum.

METEOROLOGY

After observing the Canadian gliding scene for a full season, including national, provincial, and local competitions and talking to numerous individuals, it is apparent that our clubs are operating without some of the basic meteorological information which is essential for advanced soaring, namely tephigram data that is representative of local flying conditions. More over, many pilots are unaware of the value of tephigram forecasting and the simplicity of this process given a source of data and some elementary training.

There are several reasons for this situation, but foremost is the lack of useable data from Environment Canada, i.e. the sites that carry out the soundings are located so far from the clubs' operating area that the data is of little use.

The answer is quite simple, and after much research, I believe it may prove to be simple and affordable. I am, of course, suggesting that clubs carry out their own sounding, plot their own tephigram and make up their own area soaring forecast. I am now well on the way toward putting a kit together that will provide the basic data using equipment that is simple, affordable, and most important, functional. The basic equipment needed for plotting is a normal thermometer and a wet bulb thermometer. Those used by meteorological technicians in the field are simple, hard to read, and easily broken, i.e. not suitable for club use and certainly very hard to read from inside the tow aircraft that would normally be used to take the readings.

I have acquired a digital thermometer with two remote probes. The latter can be mounted outside the tow aircraft and the readings taken from a small unit with a clear digital display which can be mounted on the aircraft instrument panel. This simple instrument will provide all the information necessary to prepare a good soaring forecast, including thermal strength, cloud base, overdevelopment, etc. for an outlay of approximately \$200.

The first unit will be purchased by the Advanced Soaring Group for competition support. Once it proves its value I intend to advise all clubs of availability and price. I'm also putting together an instruction package, in pilot's language, that will give a step-by-step approach to gathering the data, preparation for the tephigram, and tips on forecasting.

The kit will provide competition directors with a simple method of obtaining the necessary data for those crucial task-setting decisions. In addition, I hope to convince our clubs of the cost-effectiveness of such a kit for the planning of their day-to-day

soaring activities. We have found, through experience, that good soaring forecasts make for fewer wasted days by eliminating those wasted hours sitting around waiting for conditions that don't develop or getting a late start on those ideal days.

Larry Hill, Chairman

TROPHIES AND AWARDS

The winners of the SAC trophies for the year 1987 are as follows:

BAIC Trophy (best flight) — Kevin Bennett, of Cu Nim Gliding Club, for a 525 out and return, at a speed of 110 km/h.

Canadair Trophy (best five flights) — John Firth, of Rideau Valley Soaring School, for triangle and out and return flights between 375 and 487 km.

"200" Trophy (best five flights for a pilot with less than 200 hours flying time) — Lewis Burwash, of Edmonton Soaring Club (for the second year in a row). David Mercer of Gatineau Gliding Club was a very close second.

Stachow Trophy (greatest altitude) — Not awarded as minimum requirement of 5000 m gain not met in 1987.

During the 1987 National Championship, the following trophies were awarded:

Mix Memorial Trophy		
Standard class champion		Jörg Stieber
MSC Trophy		
15m class champion		Jim Oke
Dow Trophy		
fastest Std class triangle		Jörg Stieber
Dow Trophy		
fastest 15m class triangle		Jim Oke
SOSA Trophy		
best novice pilot		Terry Southwood
Bacardi Trophy		
best overall pilot		Jörg Stieber

In addition to the above awards, a special certificate was presented for "first place achievement in the longest flight" at the 1987 National Championships. This certificate was given to SAC by the FAI representative from Russia, on behalf of the Executive Committee of the Union of Soviet Friendship Societies. It is dedicated to the 50th anniversary of the non-stop flight of the Soviet crew under V. P Chkalov over the North Pole to America. The certificate was brought back to Canada from the FAI meeting in Germany by

Jim Oke, and it is being awarded to the same Jim Oke for his flight around a 316 km triangle at 101 km/h on 6 June 1987.

No "Significant Flight" certificates were awarded in 1987.

George Dunbar, Trophies and Awards

Trophies awarded by the Chairman of the Flight Training and Safety committee, Ian Oldaker, were:

Roden Trophy (best use of club equipment) — Awarded to York Soaring with a score of 254 points. SOSA was second with 215, MSC third with 209 points.

Instructor of the Year Trophy was renamed the "**Walter Piercy**" Trophy in honour of Walter's long and historic service on behalf of SAC in such things as writing the original SAC instructor training manuals — Awarded to Jean-Marc Surprenant Jr. of Champlain.

Trophies and Honours awarded by President Gordon Bruce were:

Ball and Chain Trophy (outstanding accomplishment by a married pilot) — Awarded to Jim Oke for his excellent work as chairman of the Sporting committee.

The prestigious FAI "**Diplôme Paul Tissandier**" was awarded to Klaus Stachow, for his work in the 1970s to acquire from the government of Alberta the use of the Cowley airfield for soaring pilots.

The **Jonathan Livingston Seagull Trophy**, for the youngest junior member of SAC earning the Silver badge, was not awarded as there were no candidates in 1987.

MEDICAL

In 1987 the Board of Directors of SAC appointed Dr. W.L. Delaney as a member of the Medical committee. We extend a very warm welcome to Dr. Delaney, and his presence has now increased the size of this committee by 100%. Whereas previously any decisions I made were always carried unanimously, I may not necessarily expect such an easy passage from now on. Dr. Delaney is an experienced pilot, having soloed in power flying as early as 1946, but he does not have active gliding experience. He is a cardiologist in Montreal who has now retired, but in the mornings does consulting work for the Ministry of Transport in the aviation industry. He will be dealing with problems from pilots who have difficulty in licence revalidation in the area extending from Quebec to the east while I will do the areas from Ontario and west. Dr. Delaney's address is 1248 Chemin Ste. Foy, Quebec G1S 2M5; his work phone number is (418) 651-6299.

This year we have a number of cases which are still being reviewed by the department after presenting further information; they include such problems as epilepsy, valve replacement requiring anticoagulation, abnormal heart rhythm, and several eye problems. It is worth noting here that if people wish to approach us for advice on how to manage the processing of their claims they should send a written report in significant detail outlining their problem, as the advice that we will be able to give them depends on how detailed a report they can give us in the first place.

Class IV Licences

In discussing this issue with the Medical Officer in Toronto, there seems to be some degree of confusion in the department but it would appear that it is expected, but not yet in force, that glider pilots in general can be regarded as Class IV pilots, that is, they do not require to have a physical examination. These people fill out a prescribed form, made out by the department, declaring that they are in a good

state of health and free of any illnesses or conditions that may exclude them from flying; however, this only applies to healthy pilots in this category. Pilots who have previously had health problems or who are applying for a licence and knowingly have a health problem, should submit themselves as a category III pilot and have the usual physical examination that has been required to date, so that their cases may be adequately assessed. Instructors still require a Class III rating, that is, they are still required to have the physical examination. It is clear then that a category IV pilot in gliding is one who is a healthy pilot and would save the department a lot of paperwork by making a declaration as to his good health. It is also worth noting that an invalid declaration is not to be lightly made because should a pilot knowingly have a health problem and categorize himself as Class IV and conceal information knowingly from the Ministry of Transport, he is jeopardizing his insurance status, and that if insurance claims are made it will be the first step of the insurance companies to examine the pilot's licence. If it is found that he concealed information that would have excluded him from flying, then obviously the insurance companies would be only too quick to decline to make payments on claims such as this. Therefore, category IV licences, that is not requiring a health examination, are only for those pilots who routinely have been healthy and don't have a problem.

Seat Material

I have been in contact with Lieutenant Colonel J. R. Popplow, MD who is in the medical life support division at DCIEM in Downsview, Toronto. Dr. Popplow has been investigating *Tempferoam*, which is a synthetic dense foam to be used in seats in sailplanes in particular. This dense foam feels hard to the touch,

but with body heat, it slowly deforms to accommodate the shape of the pilot's butt, so that it makes it a comfortable seat. The foam itself is fairly thin and does not compress under sudden loads such as might be experienced in a heavy landing. This is not energy-absorbing material and a pilot may still be susceptible to spinal compression injuries on heavy landings. Dr. Popplow suggests that the only way of overcoming this problem is to have an energy absorbing system to take up the slack in a heavy landing and he suggests this should be in the form of, say, bendable aluminum piping which would absorb energy and deform under load, thus producing a slower deceleration. He was quick to point out that sponge rubber foam and, in particular, thick sponge rubber foam is dangerous in a heavy landing situation. Admittedly it is very comfortable but on a heavy landing situation the pilot's butt accelerates rapidly through the sponge rubber foam and slams into the hard seat, thereby producing possible spinal column compression type injuries, so this foam is dangerous, but the *Tempferoam* is comfortable and much safer to use in glider seats than is the foam material.

This past year of the Medical committee has not been a particularly busy one and we hope we have been able to be of some assistance in indicating to pilots the best way to plan their appeal when presenting their cases for reinstatement of licences. If people do wish to contact us in this area, please give us an accurate history, and in as much detail as possible, so we may indicate to you the best way to present your case or indicate your relative chances of success in having a licence reinstated.

Dr. Peter Perry, MB. Ch.B.
Chairman, Medical Committee

FAI AWARDS

It was my pleasure to take over as FAI Awards Chairman on 16 May 1987. I use the term "pleasure" because I have found it interesting to research through some of the older files, and because there is some vicarious pleasure in looking at documentation on someone else's flight. To be honest, "I'd rather be soaring", but in the evening, reviewing flight documentation can be enjoyable too.

Once again this year there are problems with documentation on some of the claims. Obviously, the individual pilot putting in his first (or even his fifth) claim is not going to know the FAI rules inside out. Therefore, the Official Observers (OOs) and the Senior OO must provide the leavening of knowledge and experience. The approach which I have adopted is one of education. If I receive an incorrect claim, the letter identifying the problem goes back to the OO and Senior OO as well as the pilot. In this way, my intention is to educate those who have the best opportunity to improve the quality of claims submitted. The interest shown by some of the Senior OOs when I have identified problems to them has been very heartening. The excellent completion of claims and flight documentation which I received consistently from some clubs demonstrates what can be accomplished by an interested Senior OO.

One goal which I have set for myself has been to turn around all claims in five days. I have usually met this and I will continue to aim for it in the future.

In reviewing some of the files and other information which I received, I concluded that some conflicting policies had been established over a number of years. Consequently, I sought clarification from the SAC Board. As a result, the following policies were established:

- The processing fee for non-SAC claimants who are not members of a foreign aero club (except for Canadian Air Cadets) will be double the normal fee. For Canadian Air Cadets, it will be 1-1/2 times the normal fee. With the current fee structure that would be \$20 and \$15 respectively. There is no change to other item costs.
- For claims processed by another country (to whom a fee is usually paid by the claimant), there will be no Canadian processing fee.

A description of FAI rule changes was published in **free flight** along with SAC interpretations where appropriate. When the FAI rules are republished in the near future (with additional changes expected), it is intended to rewrite and reissue the SAC booklet "**FAI Badge and Record Procedures**".

As can be seen from the attached chart, this has been the worst year for FAI claims as far back as we have charted them. So, for those of you who didn't accomplish the goals you set for yourself in 1987 — take heart — the whole country suffered. We can't have three bad years in a row, can we?

Larry Springford, Chairman

SAC BADGES AND BADGE LEG STATISTICS, 1979 -1987

	1979	1980	1981	1982	1983	1984	1985	1986	3 yr avg.	1987	% fm.avg.
Diamond	6	1	5	9	3	2	3	12	6	1	-83
Gold	13	9	14	8	11	12	5	9	9	7	-22
Silver	44	18	42	28	29	34	20	17	24	9	-63
C Badges	98	39	83	78	65	67	51	44	54	27	-50
Badge Legs	191	106	216	180	172	166	126	115	155	58	-63

FAI RECORDS

1987 was another quiet year for records. Of the three new records approved, only one was set in Canada, a 400 km Triangle Speed record by John Firth; the other two were made on the same 1000 km Triangle Flight by Peter Masak in the USA.

A fourth record has been claimed for a 200 km Triangle Multiplace Speed record by Charles Yeates on December 5. This was flown in Tocumwal, Australia and the documentation is awaited.

Details of the approved records are as follows. The figure in parentheses indicates the previous record.

- 1 Distance around Triangular Course, Citizen (4.3.2.4) **1007.0 km** (804T) Peter Masak, 30 April 87 ASW-20A (N31CG) Ridge Soaring, Julian (PA) to Lindsie (VA), to Mine Run (MD) and return.
- 2 Speed over Triangular Course **106.5 km/h** (none) 1000 km, Citizen (4.3.2.5.e) As above
- 3 Speed over Triangular Course **99.0 km/h** (77.9) 400 km, Open (not FAI) John Firth, 3 May 87 Kestrel 19 (C-FFGR) Kars (ON), to Killaloe Station (ON), to Bouchette (PQ), and return

Russ Flint,
Records Chairman

SPORTING

The 1987 competition season was an active one at all levels with a Canadian Team making a creditable appearance in the World Championships in Australia, a successful National Championships being held, and numerous regional and provincial contests taking place.

In January, Mike Apps, Ed Hollestelle, Wilf Krueger, Dave Webb, and Ulli Werneburg made the long trip to Benalla, Australia to represent Canada in the 20th World Gliding Championships. The results they obtained have been detailed elsewhere and reflect well on the Canadian gliding movement. The contest was the largest Worlds ever, and certain aspects of the event have led to debate within the international gliding community over the future of international gliding competition. The lessons learned at Benalla from a Canadian perspective include the importance of prior site experience, truly competitive sailplanes, and adequate financial backing.

The 1987 Canadian Nationals were hosted by the Edmonton Soaring Club at their field near Chipman, Alberta. The contest was held in early June in a departure from usual practice in order to utilize the usual peak of the cross-country weather in that area. Unfortunately, the very strong conditions that were anticipated did not appear; however, a safe hard-fought contest over 6 contest days resulted. A full account of the contest has appeared in **free flight**. The efforts of Dave Lacy and the Edmonton Soaring Club in holding this event are gratefully acknowledged. Another innovation this year in the Nationals was the use of data back cameras to time competition starts in place of the visual start gate previously used; this procedure proved quite successful and will be followed in future years.

Provincial contests were again held in Alberta, Ontario, and Quebec along with a successful regional contest at Kars, Ontario. The continued interest in grassroots competition activity is encouraging. Several Canadian pilots also travelled south to fly in American competitions which is also a useful exposure to how others do things.

The annual CIVV meeting was hosted by the German Aero Club at Frankfurt in March; I was able to attend and provided a written report to the SAC

Directors. The main discussions centered around the just completed World Championships. Although the contest was a clear success, there was a general feeling that the World Championships have reached a size and complexity where the resources to organize and compete in the event are becoming excessive. After much discussion, a special sub-committee was struck to examine the objectives of international gliding competition and how these might best be approached. Subsequently, I provided several written inputs to the committee which met in Europe. It appears the general thrust of the committee's report will be the proposed introduction of a smaller, cheaper, possibly one design, glider class, and a recommendation for more variety in the nature of the tasks flown in competition.

The future of gliding as an Olympic sport also received attention with quite a range of views over the desirability of such a development being expressed. Gliding is not likely to be included in the 1992 Barcelona Games, putting off the need for a decision until at least 1996. The Austrians have decided to allow some foreign participation in their 1988 National contest at Wiener Neustadt in preparation for the 1989 World Contest at that location. Preparations are continuing at the Minden, USA site for the 1991 contest. Finland, Sweden, New Zealand, and India again expressed interest in hosting the 1993 contest; however, this decision will apparently not be taken until the 1989 CIVV meeting. A useful discussion of sailplane safety involving several manufacturers' representatives took place. The possibility of holding a European Junior Championships was discussed and such an event seems likely to come to fruition in a few years' time. Several changes to the FAI badge rules were announced which I subsequently passed on to the FAI Awards Chairman, and a new version of the FAI Sporting Code will probably soon be published. On the whole the CIVV meetings are well worth attending when this can be arranged.

The 1988 Canadian Nationals will be held at the Montreal Soaring Council field near Hawkesbury, Ontario in late July. Contact has been made with the organizers and preparations for the event appear well in hand. A bid from the Southern Ontario Soaring Association to host the 1989 Nationals has been accepted by the SAC Directors. A bid has been received from the Cu Nim Gliding Club to host the 1990 Nationals at a site TBA in Southern Alberta. Other bids would, of course, be most welcome either for 1990 or subsequent years. Thus contest planning is in reasonable shape for the future although firmer and longer range planning is always desirable.

The Canadian Advanced Soaring Group formed a year ago under the leadership of Ulli Werneburg. It has progressed well and has undertaken several worthwhile projects in addition to putting out a regular newsletter. This organization aims to promote cross-country flying and competition flying at all levels and is deserving of full support from SAC and SAC members at large.

Planning is underway for the entry of a Canadian team in the 1989 World Championships. Jörg Stieber and Harry Pölzl have been selected to participate in the May '88 pre-Worlds contest to gain some site experience, and Bruce Finlay has been appointed Team Manager to handle administrative preparations. Fund raising will be important to the fielding of a successful team and anyone with ideas or suggestions along these lines should contact Bruce or a member of the Sporting committee.

My term as Chairman of the Sporting committee will come to an end with the 1988 AGM at which time the position will pass to Colin Bantin. I would like to thank the other members of the committee, Robert Di Pietro, Wilf Krueger, Al Sunley, Hal Werneburg, Ulli Werneburg and the many others who have contributed to the work of the Sporting committee over the past three years.

Respectfully submitted,
Jim Oke, Chairman

INSURANCE

As you know, last year we changed Underwriters to British Aviation, with Johnson and Higgins continuing as our agent. One of the reasons British Aviation was chosen was because it was felt they intended to have a continuing association, which objective we share. It is pleasing to report that all terms and conditions in effect for 1987 are available in 1988, including rates and hull values. Our agent is unaware of any potential to improve on the existing rates and as advised, this committee supports renewal.

There was a problem in obtaining a policy, but this has been resolved and as it is computerized, subsequent renewals or changes should be straightforward. During 1987, claims service by both the Underwriter and Agent was first class in our view.

The results for 1987 should be cause for serious reflection by every SAC member, and while it is not our intention to overlap the responsibilities of the Flight Training and Safety committee, a few random observations are offered.

a) There have been costly claims by experienced pilots flying at locations other than their home club.

- b) About four claims could likely have been avoided by careful pre-flight checks (three canopy, one assembly).
- c) There were three towplane claims totalling \$33K suggesting this area should not be overlooked.
- d) Around ten claims resulted from landing accidents off or near the field.
- e) Potential claims have not always been promptly reported and there is room for improvement in the quality and promptness of SAC Accident Reports.

We obviously need to improve, and it is suggested the quickest pay-back will come not through more rules and regulating bodies, but by maintaining the best possible standards every time and all the time we fly, starting right at the beginning of the season.

Again, I acknowledge the support and assistance of Mr. Al Schreiter.

J. B. Stout
Chairman, Insurance committee

SAC HULL INSURANCE HISTORY, 1973 -1987

	73/78	1979	1980	1981	1982	1983	1984	1985	1986	1987	avg
Insured Clubs {#}	29	40	39	42	40	41	40	38	41	42	40
Club Aircraft (#)	132	174	175	162	160	152	146	141	152	153	158
Private Aircraft (#)	132	167	178	210	209	164	161	153	198	217	184
Insured Value (\$M)	2.42	4.17	4.57	5.20	4.80	5.53	5.37	4.80	5.96	6.35	5.19
Hull Premium (\$K)	58	122	143	185	217	212	210	185	221	248	194
Hull Losses (\$K)	62	134	136	91	206	81	66	161	129	*209	135
Loss Ratio (%)	107	110	94	49	95	38	31	87	59	84	75
Premium/Hull Value (%)	2.38	2.92	3.14	3.55	4.53	3.83	3.92	3.85	3.70	3.91	3.57
Loss/Hull Value (%)	2.55	3.21	2.97	1.74	4.28	1.46	1.22	3.35	2.17	3.30	2.62
Average Claim (\$K)	5.68	11.14	4.84	6.04	9.79	8.99	6.57	9.10	9.93	7.22	7.93
Average Hull Value (\$K)	9.17	12.23	12.94	13.98	13.01	17.50	17.48	17.52	19.48	20.54	15.41

* Two potential late claims totalling \$17,000 not included.

PUBLICITY

All clubs and directors have a copy of the review and report published last fall. If action is taken on its content, I believe it can help membership and public awareness. A letter is being sent to all clubs asking them to initiate two of the ideas in the report:

- (a) Get a "Speakers Bureau" in place and advertise it to organizations looking for speakers at their meetings.
- (b) Make contact with school systems for either "Electives" or give a seminar to teachers so they can include soaring in Science or general interest aviation classes.

• I have made suggestions to Nancy Nault and Tony Burton regarding advertising in **free flight**, with help from Jim McCollum.

• Cable TV project: have been in contact with cable companies to run soaring videos across Canada through the soaring season.

Nancy contacted Larry Sanderson of SSA to use "The Quiet Challenge", but copyright clearance is not available for this video. I contacted Larry and if a commercial Canadian market is not apparent by March, he will release "Running on Empty". He asked for a Canada-wide survey to give him viewer numbers and area coverage in general. This info was supplied to him in Jan '88. Failing this I have an alternative. Rogers Cable has agreed to this and they cover most of Canada.

• I am working on finding a sponsor for an all Canadian Cup, similar to the idea of the Hilton Cup. Canadian pilots who have flown a task of merit would

be invited to try to break records. I'm approaching this with the idea of getting the sponsor to pick up all expenses but not supply the gliders.

• An across Canada flying (distance in miles) competition or "friendly rivalry" contest. The levels will be designed so that everyone from ab-initio to advanced contest pilots can participate. The prizes for winners will be an all-expense paid holiday to a soaring site. A letter has been sent to clubs and commercial sites seeking their participation.

• Working on an idea similar to the above contest, where pilots can accumulate points raising funds for the Nationals and World competitions.

Other than that, I'm just sitting around watching the trees grow ...

Grant Graham,
Chairman

STATISTICS

Enclosed with my report is the best summary of statistics recorded in recent years with 30 of 38 clubs reporting, representing over 90% of the membership. Thanks must go to the Zone Directors for their assistance in reminding the tardy clubs to send in the returns. The numbers are almost double the 1986 summary across every column. I must say, this type of response gives a person a lot of satisfaction for doing the task.

Dennis Miller,
Chairman

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Above is a complete list of addresses and telephone numbers of every person serving the Soaring Association of Canada. Copy this page and keep it handy.

Club news

LOTS OF ACTION AND IDEAS AT BLUENOSE

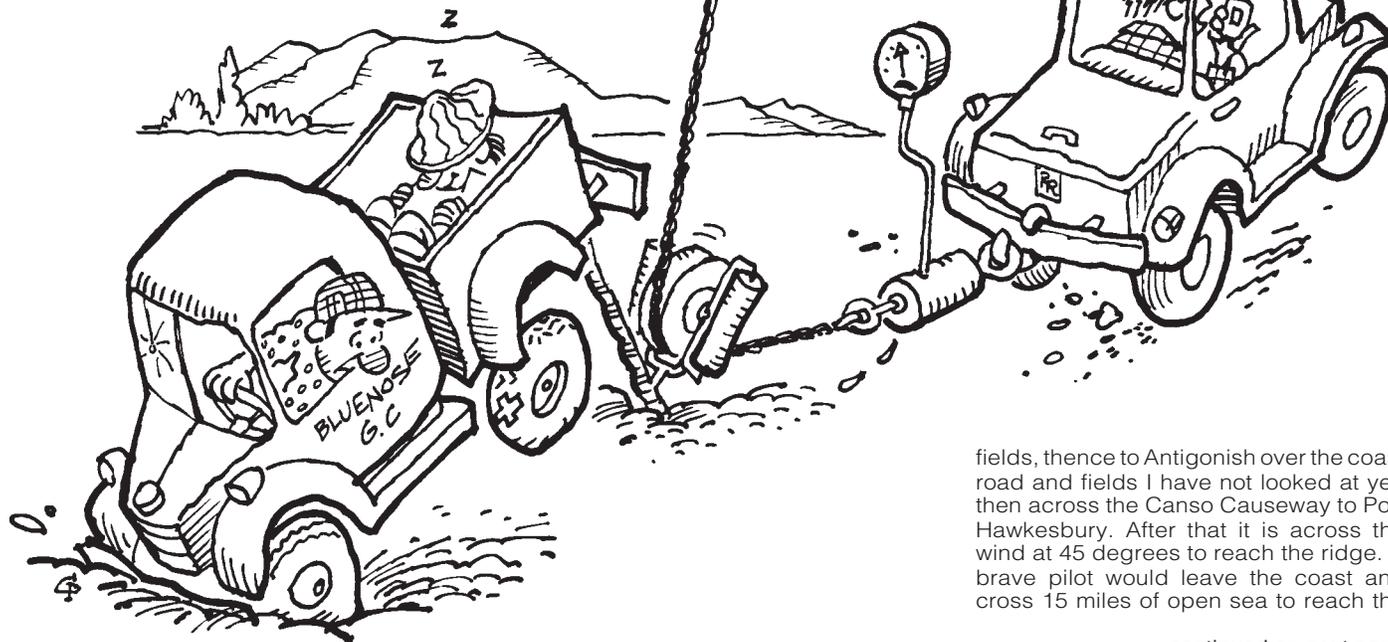
Last year we began charging for airtime in our club gliders — 10 cents per minute (but only after the first ten minutes to encourage winch launches in no-lift conditions). The winch launch now costs \$5. There is no time limit on gliders except for being subject to radio recall after one hour. This was rarely needed, it satisfied our pilots, and it meant fewer launches and less wear and tear; however, we got almost the same revenue from 1200 flights in 1987 as we get from our usual 2000 in other years.

At last, we have a written agreement with the power club as to our tenure on the field. It only came about because we took a strong position re: public use of public (Lands and Forests) property. We still have crazy runway use rules in place which insist we do crosswind landings across the path of power aircraft departing on a right angle runway. Okay, provided they look before they roll, which they usually do.

Our added security of site has led us to a more positive attitude toward investment in our facilities.

- We did a survey in August with the result that a new roadworthy, reliable and comfortable winch is in the early stages of construction and will be on the field by an April 1st deadline. Fifteen thousand dollars have been budgeted for construction.

... the rear end of the truck was levered off the ground about three feet ...



- We will move the clubhouse, add a veranda with screen, and provide power, water, flush toilets, and showers so as to make it a more pleasant day for all.

- We will purchase a new glass single-seater (ASW-15 performance and handling) as the membership grows into all these salubrious new facilities.

This dream constitutes our five-year plan and it will certainly take more than that to pay for it all, but debt is the modern way, isn't it?

We had five new students last year and carried almost all our last year's (1986) members over, so moved up to about 35. The 1987 flying week was great fun, and very relaxed since few of our expected students turned up. Those who did, got all the lessons they could absorb, and the instructors soared all afternoon. We rented the New Brunswick Soaring Association 2-33 (to whom we offer thanks), but really didn't need it since we had old OZA plus a refitted K7 all in bright new yellow paint after a wing recover — very nice to fly! We took the 2-33 back to St. John in a horrendous western gale — very scary going across the Tantramar Marshes. We didn't get blown over — not quite!

Among the projects for 1988 are trips to Cape Breton to explore the northwest coast for ridge — it is very steep and up to 1200 feet high. In theory, it could be soared right up to North Cape (the northeast tip) in strong NW winds. I have been contemplating a downwind flight from Stanley to New Glasgow over reasonable

fields, thence to Antigonish over the coast road and fields I have not looked at yet, then across the Canso Causeway to Port Hawkesbury. After that it is across the wind at 45 degrees to reach the ridge. A brave pilot would leave the coast and cross 15 miles of open sea to reach the

continued on next page

ridge (cut across the corner). If things turned bad, it is straight downwind to the Port Hawkesbury airfield. Some preliminary outlanding field study would prove out the safety or otherwise of this project. Three hundred kilometres is well within possibility, but 500 km would put the finish 100 km on the way to Newfoundland!

The insurance cost has finally got to us, and our AGM voted to drop hull coverage of the club gliders — “self insurance” is the term used. This means private owners won't pay for insurance of club gliders any more. Their point is that we have to insure our old, rickety gliders for much more than they are worth, at the highest premium rates; and as our repair costs haven't gone beyond the deductible in recent years, the insurer catches us coming and going. I'm afraid that this will inhibit cross-country by the less-experienced pilots, though there is little enough of it anyway — there was one Silver C flight last year.

We have successfully experimented with pulley tows last year. We obtained a 20" diameter pulley, mounted it on a wheel hub in azimuth, and provided side rollers to keep the car/glider angle of the whole assembly aligned properly. A hydraulic cylinder is mounted on the rear hitch of the tow car and a sensitive hydraulic pressure gauge visible to the driver measures the pressure in the cylinder (it still has to be calibrated to indicate towline tension). We have radio contact between the tow car and glider. The pulley is mounted on a rig which digs into the ground and hooks onto the trailer hitch of our retrieve vehicle which is parked with brake on and transmission in “park”.

Our first attempt was very exciting. The K8 got airborne and reached a safe height; however, when the glider pulled up into its steep climb, the digger dug in, and the rear end of the truck was levered off the ground about three feet, at which point the pulley assembly was twisted off the ball hitch and the pulley and some other pieces bounced off down the field. The glider levelled off and did a 180 degree emergency landing from a safe height.

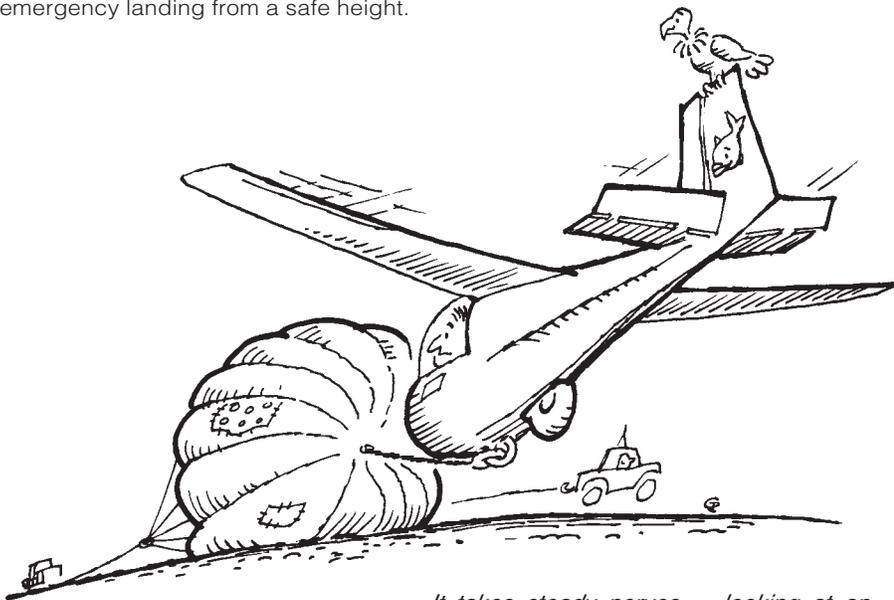
After straightening out the pieces and collecting the loose parts, we strapped the pulley onto the side of the winch and parked it in an appropriate position. Nothing, of course, would shift that. This time it all worked reasonably well and after several trials we got an 1800 foot launch in still air with the K8.

One interesting problem was encountered with the skid-type gliders—the initial drag is quite high and the wire stretches a good deal under the load. When the aircraft leaves the ground, the energy in the wire accelerates the glider briefly, and then the speed fails to increase until the towcar can take up the slack. In the meantime, with some slack in the cable, the parachute opens! It takes steady nerves to hold still three feet above the ground looking at an open parachute ten feet in front of the nose.

We haven't tried a heavy glider yet, or one with aft CG and a tail wheel. We plan to bury a ground anchor in concrete and use the pulley on the field when the winch is away on off-field adventures. We had planned to take the pulley away, but to run it, you need a paved surface for the towcar to accelerate on, whereas with the winch one only needs 300 feet of good surface for the glider and any old dirt road to pull the cable back. In fact, for an occasional trip, it could be pulled back by hand over almost any surface. More news on these and other loony schemes later. The pulley tow information came from an old OSTIV paper done on the Dublin (Ireland) pulley tow operation.

On calm days, one could have gliders and a pulley at both ends, then each transition of the tow car would launch a glider — get a piece of paper and draw it out. I'm not sure Bluenose Gliding Club's organizational skills could deal with the complexities of this, but it is an interesting way to save our money, then perhaps we could afford to insure our gliders again.

Dick Vine



It takes steady nerves ... looking at an open parachute 10 feet in front of the nose.

Après avoir tenu ses opérations à St-Charles de Mandeville pendant plusieurs années, l'Aero-club des Outardes est maintenant déménagé à St-Esprit, et opère sur la piste privée d'un des membres. Cette décision avait été prise au cours de l'hiver précédent, suite à la consultation des membres. Rappelons qu'une forte majorité avait voté pour le déménagement.

Les déménagements causent toujours certains problèmes et celui-ci n'a pas fait exception. Une des premières conséquences a été la perte de plusieurs membres, surtout parmi ceux qui détenaient des intérêts à St-Charles de Mandeville. La saison s'est donc terminée avec un effectif de 24 membres, soit une dizaine de moins qu'à la fin de la saison 1986. Les activités ont donc été proportionnellement réduites, même si le club avait choisi de conserver sa flotte d'appareils intacte: trois appareils biplaces (2-22 et Blanik), deux monoplaces (1-34 et K8B et deux appareils privés.

Un autre problème relie au déménagement a été celui du réaménagement des lieux. Les membres ont été lourdement sollicités et les nombreuses corvées de début de saison ont parfois pris la place des journées de vol. Il faut cependant souligner que la participation a été très bonne et que bien peu ont réellement regretté le choix du club. Dès que les opérations ont été réellement lancées, les avantages du nouvel emplacement se sont manifestés: proximité de la région métropolitaine (d'où vient le plus grand nombre de membres), environnement plus sécuritaire pour les tentatives de vol en campagne, bonnes conditions pour le vol thermique, absence de moustiques. . . .

Bien qu'aucun record n'ait été battu, plusieurs vols de plus d'une heure ont été réalisés. Une petite ombre au tableau: la taille un peu restreinte du club rendait difficile l'organisation de journées de vol en semaine. Cela explique en partie que les vols en campagne aient été trop peu nombreux. De bonnes résolutions ont été prises en ce sens pour la prochaine saison... À noter aussi que malgré quelque atterrissages hors piste, aucun accident, même mineur, n'est venu assombrir la saison. La sécurité a été prise au sérieux et les résultats ont été positifs. Enfin, quatre membres sont devenus pilotes de planeur licenciés au cours de la saison.

Si le rodage a quelque peu ralenti les opérations du début, la deuxième moitié de la saison a été nettement plus active. La saison s'est même prolongée jusqu'à la fin de novembre, grâce à un hiver qui tardait à venir. Une réunion générale a eu lieu par la suite, un nouveau conseil d'administration a été (comme à tous les ans), et l'enthousiasme et l'optimisme sont de la partie pour la saison prochaine.

Les opérations de la saison 1988 se tiendront à nouveau à St-Esprit, sur la piste privée de M. Aza Gagnon. Cette piste est

située le long de la route 125, juste au nord du village. On s'y rend à partir de Montréal l'autoroute 25, en direction de Rawdon.

Jean Richard

from the Fédération de vol à voile du Quebec newsletter

MONTREAL SOARING COUNCIL 1987

The 1987 season got off to a good start on 11 April with flights at both Hawkesbury and Lake Placid. Those who flew at Lake Placid enjoyed good soaring conditions while those who flew at Hawkesbury contented themselves with check-out flights and just being airborne again.

For the last couple of years a few MSC'ers have been going down to Julian, Pennsylvania to fly the ridge. This year a group went down for two weeks in April/May. Although the winds did not always blow from the right direction and some days were wet, Bernie Palfreeman and Hillar Kurlents successfully completed 500 km tasks on the ridge.

A sad note to the start of the season was the loss of a friend. Kurt Kovacs died suddenly while recovering from injuries received in an accident. He was a long-time member of the MSC. He was a member of the board of directors for several years and provided the music for our party nights.

Although not a great year, '87 was a definite improvement over 1986! Flying took place on 105 days compared to 90 in '86. Total tows increased by 27.5% to 3053. Club sailplanes made 2680 flights compared to 2034 in 1986, and private planes made 425 flights as compared to 440. Very little cross-country flying was done in club sailplanes. However, 18,000 km were flown in private sailplanes.

Membership in the active flying classifications totalled 105 compared to 100 in '86, which had the lowest membership for quite a few years. A modest but welcome increase that we will have to work on to improve in 1988.

Mid-week flying was an important aspect of the MSC operation again this year, accounting for 32% of the total tows. We are fortunate in having several members, such as Walter Schulz and Peter Savage, who have retired and are interested in running the mid-week operation.

A major addition to the social side of the MSC was the installation of a 20 by 40 foot in-ground swimming pool beside the clubhouse. The installation was contracted and the finishing touches (shower rooms, equipment room, fencing, grass, etc.) were completed by club members. The pool and surroundings have a very professional appearance. Bill and Mary Ellen Roach and J. P. Mathieu were instrumental in organizing the necessary work parties. Financing was done in part by members' loans with the balance from the MSC coffers.

Flying ended for 1987 on 22 November. A highlight of that day was the last "first solo" of '87, which was made by Elana Pretty. The MSC is now busy preparing to host the '88 Nationals, which will be held from 19-28 July inclusive with practice days 16-18 July. Preliminary info is being sent out to all clubs and individuals known by the organizing committee to be interested in competition flying. If you are interested and have not received any information, please contact George Couser, 735 Rivière aux Pins, Boucherville, PQ J4B 3A8 (514) 655-1801 (home), 647-7322 (work).

from the FVVQ newsletter

HELP THE OFFICE

If you are upgrading the computer equipment in your home or office, our National Office would like to talk to you. Our staff needs additional word processing capability to handle the existing and planned work on the SAC membership list, manuals, etc. — and the single system we have is not enough.

So if the price is right on IBM or compatible equipment you are disposing of (cheap or free), please contact our secretary, Nancy Nault, at (613) 232-1243.

CLUB ADDRESSES

The National Office will be sending all club correspondence and member documents to the club address listed in **free flight**. Clubs should ensure that the address is correct, and see that the mail is checked on a regular basis.

VANCOUVER NEWS BRIEFS

With free trade just around the corner, VSA members took another step closer to making the USA the 11th province of Canada by electing three Americans, Bob Lorenzo, Stan Pytel, and Ray Maxwell, as club directors. The lone elected Canuck was Treasurer George Tiller.

The VSA newsletter editor, Angus Livingstone, is willing to pay a beer for each article submitted. (*This sounds like a good way to encourage input, but is a terrible precedent to set for other editors.* Tony)

1987 saw the club do 1,173 tows by 12 towpilots. Top towpilot was Peter Charak with 423 tows, silver went to Ivan Duric with 246, and bronze to Harald Tilgner with 192. Towplane maintenance required that two cracked cylinders be replaced. One fairly new one had to be scrapped. Watch those cylinder head temperatures!

Dave Baker, an Air Canada driver, stays as President, and has also taken on the

CFI duties from George Eckschmiedt. George will be the club Safety officer.

Here is how VSA handles the question of member liability for equipment damage:

- Club members are responsible to the club for loss or damage incurred while in command of, or responsible for, a club aircraft, subject to such insurance coverage as may be in force at the time of the loss.
- Except for contest flying, the directors may, after consultation with the Safety committee, reduce the loss in proportion to the degree that the member can demonstrate that the accident was due to factors beyond his control. The argument that the accident was caused by "normal hazards of the sport" will be considered in this light.

Club instructors and towpilots will be exempted from the liability indicated above while flying in that capacity, provided that club rules and air regulations are fully observed.

extracted from "Vancouver Soaring Scene"

YORK RESTORING AUSTER

"Orangeville, ON — Glider pilots have found an old airplane in the Orangeville area. The relic was hidden in a barn for twenty years or so, and in all probability is an Auster Mk7. Preliminary inspection reveals gross neglect; however, glider pilot archeologists have high hopes of restoring the heavier-than-air vessel to its former glory and fly in her this coming summer."

Who says York Soaring has nothing to do in the winter? After the acquisition of the airplane featured in the news item above, it was transported to Toronto for rebuilding, and will be renamed a YST-260 (for York Super Towplane). It will be rebuilt in the "home-built" category, and will be powered by a modified Ford V-6 engine as the original engine was going to be too costly to refurbish. The V-6 is almost the same size and weight as was the factory engine and will require less maintenance, spare parts are readily available, will use regular car-gas, etc.

The wooden wing is in good condition and the spars have already been sanded down and lacquered. The metal fuselage frame has been painted, and the project has passed the first of many inspections.

The work can be seen at 1265 York Mills (Esso station) about 3/4 of a mile east of the Don Valley Parkway. Telephone: 391-2093. The above address was given because volunteers are needed to lend a hand. Any skill is welcomed. Phone Walter at 221-3888 or home 223-6487. Rumour has it that Wally lives in a sleeping bag next to YST-260 and would starve if dedicated club members did not bring him bread and water — and cigarettes. Come and help, you may learn a thing or two about aircraft construction and maintenance.

Csaba Gaal
from "Soar Tales"

STALKING THE MOUNTAIN WAVE

"Mountain wave meteorology and the history of wave soaring in Southern Alberta"

written and compiled by Ursula Wiese

197 pages — 40 photos — 23 figures. \$8.00 plus postage, published by the Alberta Soaring Council, Box 1916, Claresholm TOL OTO.

In "Stalking the Mountain Wave", Ursula Wiese gives us a technical manual, presents the history and pilots' stories of the beginnings of wave soaring in Canada in the early 50s in Alberta, details the years of politicking and letter writing to acquire the Cowley airfield and establish the airspace for wave soaring, and includes soaring tales centred on Cowley.

In Calgary in the early 50s, the distinctive appearance of lee wave clouds was progressively recorded in a diary by Norman Bruce, the "father of gliding in Western Canada", and he describes early attempts to tow gliders westwards from Calgary into the wave. (In 1972, a much more rigorous study of lee wave cloud frequency was written by Dr. Peter Lester, and this paper is included in the book.) Calgary pilots soon moved their flying operations to the home of Alvie Cook, who lived outside Pincher Creek in a ranch-style house with a grass airstrip. The Cooks were charming hosts, and allowed the glider pilots to sleep in their basement, often 20 at a time, during the wave season. These pilots began a log of their flying which they called the "Cook Book", which is a fascinating account of early wave flying when little was known about it. These stories are incorporated into the book, and are so vivid that the reader really sits with these early pilots during their flights. A particularly thrilling account is Julien Audette's record distance flight from the wave which earned him Canada's first Diamond badge in 1962.

Tows from Cook's field into the wave were long and often rough, so towards the mid-60s the airstrip north of the village of Cowley, operated by Alberta Lands and Forests, became more and more inviting and used, but a move would mean leaving the hospitality of the Cooks. However, glider pilots came into conflict with the Department, and after many run-ins (including the airstrip gate being welded shut), it took determined lobbying to the Alberta government for three years in the early 70s to pay off in January, 1973, when a formal letter giving glider pilots permanent tenure to Cowley came from the province.

The next move was to obtain a high altitude airspace reservation from the Department of Transport, and the book details the DoT hesitation, the personalities, and complicated negotiations that led to the success of forming the Livingstone Block airspace. Following this, formal annual Cowley Camps began which continue today as the largest annual soaring event in Canada.

Well researched, "Stalking the Mountain Wave" is an absorbing narrative of the exploits, joys, and sorrows of many soaring pilots. The book's index lists them all. It is also a story that will enlighten many readers who have never experienced the wonderful accomplishment of stalking the mountain wave.

Reviewed by **Walter Piercy**

Hangar Flying



OSTIV 2000 km AWARD ANNOUNCED

The Organisation Scientifique et Technique Internationale du Vol à Voile, or OSTIV, announced a new DM2000 prize and trophy on November, 1987, sponsored by Dr. Joachim Kuettner, for 2000 km straight distance soaring flights. The OSTIV address is: c/o DFVLR, D-8031 Wessling, Germany, telephone 011-49-8153-28507.

Since it is considered possible to achieve the 2000 km straight distance in soaring flight with ultra-high performance sailplanes by using only meteorological power sources such as waves, cloud streets, slope winds, etc. combined with meteorological navigation and flight techniques, OSTIV follows the proposal of Dr. Joachim Kuettner to set up a prize for the first flight over the 2000 km straight distance and a trophy for the first flight and all subsequent flights over this distance exceeding the previously honoured distance by at least 50 km.

Purpose of the prize and trophy

- to advance the art of soaring,
- to encourage the systematic utilization of atmospheric wave motions and all other atmospheric power sources for long distance flights,
- to further the development of advanced flight techniques for high altitude cross-country soaring,
- to enhance our knowledge about the high altitude air flow over complex terrain.

Subject of the prize and trophy The prize and trophy will be awarded to the sailplane pilot(s) who first accomplish(es) a straight-line distance flight of 2000 km or more. FAI rules shall apply to the definition and proof of the distance achieved.

Prize and trophy The prize consists of a monetary award of DM2000, and the trophy consists of a styled sailplane model with engraved name(s) and flight data.

Documentation

- The award winner must make careful notes during the flight of all flight phases, including geographic positions, times, vertical motions, heights, turbulence, etc. and submit a detailed flight report with his or her application. In addition, photographic documentation would be greatly appreciated.
- The pilot must submit a complete documented barogram (Peravia or Aerograf type) of the whole flight. Utilization of a barograph with heading information is highly desirable for the scientific evaluation of the flight.

All documentation material should fulfil the regulations of the FAI Sporting Code, "General Section" and "Section 3, Gliders, Class D" in the newest editions.

Award and presentation The prize and trophy will be awarded by Dr. Joachim Kuettner together with the OSTIV Board.

Dr. Manfred Reinhardt
President, OSTIV

THE 1987 SAC FLEET

The following aircraft types and numbers were in the SAC insurance plan last year.

Gliders

Alcor	1	LS-4	5
Astir	2	L-Spatz	1
Astir CS	1	M-100	1
Astir Std	7	Mini-Nimbus	2
Astir Twin	5	Monerai	4
ASW-15	4	Mosquito	3
ASW-19	8	Nimbus 2	1
ASW-20	9	Nimbus 2B	1
ASW-20B	2	Nimbus 2C	1
ASW-20C	1	Phoebus	2
ASW-20FP	1	Phoebus B	1
Austria	1	Phoebus C	1
Austria SH1	2	PIK-20	3
Bergfalke	4	PIK-20B	7
BG-12	2	Pilatus B4	6
Blanik L-13	25	Pioneer	1
Cherokee	2	Pirat	1
Cirrus, Open	4	Puchacz	2
Cirrus, Std	12	RS-15	4
Cobra	2	Salto	1
Dart 17	1	Schweizer 1-23	4
DG-100	1	Schweizer 1-26	22
DG-200	1	Schweizer 1-34	3
DG-202	1	Schweizer 1-35	2
DG-202/17	1	Schweizer 2-22	12
DG-300	1	Schweizer 2-33	23
DG-400	1	SF-26A	1
Discus B	1	Skylark 2B	1
Duster	3	Skylark 3	1
Grob109B	1	Skylark 4	5
Grob Acro	1	Tern	4
Grunau Baby	1	Tinbus	1
Hornet	1	Ventus B	4
HP-11	3	Zugvogel	1
HP-14	3	Zugvogel III	1
HP-18	1		330
Jantar Std	20		
K-13	3		
Ka6CR, E	18	Towplanes	7
K7	5	Bellanca Scout	4
K8	4	Cessna 150	1
Kestrel 19	2	Cessna 172	5
Lark, 1 seat	4	Cessna L-19	1
Lark, 2 seat	7	Challenger	1
Libelle, Club	1	Champion	15
Libelle 201	9	Citabria	1
Libelle 301	3	Pawnee	1
LS-1	2	Piper 180	6
		SuperCub	40

Data supplied by Al Schreiter

BUILDING AGAIN

One would think that building an airplane once in a lifetime is enough ... well, it looks like I am going to repeat it ... and hopefully finish the project in the near future.

It all started with conversations about cross-country soaring with Ed Jr. Of course, there will be days that he would have an opportunity to fly his 300 km badge flight or maybe even 500 km. On such days, actually very rare in southwestern Ontario, I would generously offer him my Discus and follow the flight on the ground station. If he really got to fly cross-country well, I would let him use the Discus to compete ... On second thought, maybe I would be better off to buy a second glider. But wait, this is going to be his plane, isn't it?

When the same ad appeared a few times in Soaring magazine about an estate sale of an HP-18 kit (virtually untouched), we called and made a deal with Mrs. Gene Smith from El Paso, TX. The round trip (with Eddy and myself driving) was made in five days. (Too bad I just had the basement finished, but there is space enough left to work on the fuselage and maybe even the wings.)

Now for the real update on the project:

- There will be a center stick.
- We plan on raising the canopy (a one-piece from Cowley Canopies) four to five inches, enough to achieve a semi-reclined position instead of the lay-back-flat position of the original design.
- The flaps will be following the ailerons about 40% to increase the roll-rate while still maintaining the positive and negative movement of both. This will restrict the positive flap movement to about 45 degrees, so we will have to add dive brakes.
- The airfoil will be updated to the latest available technology. And although we finished the supplied V-tail, we strengthened the designed aft tail section to be modified to a T-tail at a later date without having to take the fuselage apart again.

If it performs as I expect it will, we might have a very comfortable sailplane with possibly a 42-1 glide ratio. At the time of publishing, we expect to have the fuselage and tail section finished. We can then start the wings and hopefully finish the project in '89. As we all know the easy part is the planning, but it is an enormous amount of meticulous work. Eddy and myself already have several hundreds of building hours and if we keep up the pace, it will work out.

Ed Hollestelle

FAI Badges

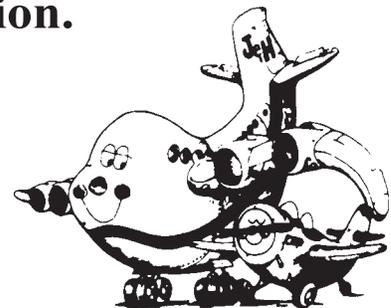
Larry Springford

45 Goderich Street

Kincardine, ON N2Z 2L2 (519) 396-8059

There were less than a handful of claims in my hands over the past two months, so I will include them in a larger report next issue. Go for the Gold this coming season!

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Buying your 1st sailplane continued from page 5

Practically all the sailplanes in the first group are quite stable and docile. A relatively inexperienced pilot should not have any problems with their flight characteristics. They are made of wood, wood and fabric, or all metal. Given reasonable weather conditions, all are suitable for cross-country flying, although 1000 km attempts are not recommended. My personal favourites in this group are the Schleicher Ka6, the Slingsby Skylark, and the Schleicher K8, in that order. Owners of other types in this group, put down your rocks, I said "personal favourites". You are looking at performance in the 20s and prices around \$10,000 or about \$500 per performance point.

The second group consists of the early generation glass ships, and the best of the wooden ships such as the Austria and the Foka. Going from wood or metal to fibreglass was quite a forward leap, and was initially a means to design new high performance competition sailplanes. It's not entirely coincidence that most of them appeared shortly before World championships. Given a choice, the designer would shave a bit off the ease of handling and add it to performance. The extreme was the ASW-12, a beautiful performer, but even experienced competition pilots found it difficult to handle in certain situations. On the positive side, fibreglass brought a five to ten point jump in performance, great durability, and in most cases, considerably improved rigging methods. Because this generation of glass ships were primarily designed for experienced competition pilots, they often traded off abrupt stall tendencies, rapid spin entry, fast conversion to spiral dives or even all three for extra performance. Potential buyers should make themselves familiar with the peculiarities of the aircraft of their choice, learn to recognize these conditions in their incipient stages, and practise the proper recovery techniques. Before you come to the conclusion that these sailplanes are "dangerous", they are not, but they do need the firm hand of an experienced pilot. Most are a joy to fly, and I'll always have fond memories of many hours spent in a Standard Libelle. Incidentally, if you are six feet or over, and/or a bit on the heavy side, a Libelle can be quite cramped, but a Cirrus can accommodate the tallest pilots. Performance of these types is usually between 30 and 35 to 1, and prices run in the \$15,000 to \$25,000 range, or \$500 to \$750 per performance point.

The third group are the new glass and carbon ships, such as the Discus, LS-7, ASW-24, DG-300, etc. in the Standard class, and the Ventus, ASW-20, LS-6, etc. in the 15m class. Not only do we have another leap forward in performance, but the designers have taken great care to make the sailplanes easy to handle, both on the ground and in the air. While it takes an experienced pilot to get their full performance potential out of them, they are remarkably easy to handle in terms of simply towing, flying, and landing. They are also easy to rig and derig. However, their

price is out of reach for many, if not most. At current exchange rates and Canadian taxes a new Standard class sailplane can exceed \$60,000. In this group, even a used sailplane can easily run to more than \$40,000. Assuming performance in the 40 to 45 to 1 range, and (used) prices in the \$35,000 to \$45,000 range, it will cost you \$875 to \$1000 per performance point.

The fourth group is, unfortunately, quite small. Not very many designers have taken up the challenge of designing a glass ship for novices and general club use. Only the Club Astir, Club Libelle, and ASK-23 come to mind. Only the ASK-23 is in production, and a new one will run over \$40,000. Club Libelles are scarce in North America, which leaves the Astir as a reasonable bet. Docile handling, performance around 30:1 and a price in the \$20,000 range, or about \$600 per performance point. Not exactly cheap.

So there you are. Perhaps not all the answers you were looking for. There are no easy, pat answers. Before you buy your first sailplane do extensive research, talk to owners of types you consider (or better yet, former owners), talk to a couple of old-timers whose judgment you respect. And remember, you don't have to start out in a super performance competition sailplane in order to have lots of fun and earn your badges.

Incidentally, the "high cost" of soaring is a myth. It's a reality only in the new, super-performance competition ships. If three people form a syndicate and buy a good used Ka6, the initial outlay will be around \$3000 each, their annual maintenance and running costs will be about \$250 each, and their enjoyment of soaring, including cross-country, will be unlimited. What a bargain! □

OPINIONS .. continued from page 3

MARKETING

In reference to Terry McElligott's article on Practical Publicity in the last issue, I would also like to stress how important the promotional function is in a gliding club.

I fully agree that a follow-up procedure is necessary to fully extract any potential benefits from individuals that have responded to a promotion effort. A follow-up, as simple as this may seem, can only be done if the name, address, and/or the telephone number *has been properly recorded*. Even if someone doesn't become a member, a carefully structured follow-up (like a small questionnaire about his impressions) can yield answers that may prove revealing about some aspect in a club's operations. We shouldn't forget, we are not selling gliders, we are selling (has it been defined?) a thrilling hobby, or is it a challenging sport? Whatever it is, it is intangible. In other words, there is always room for improvement in a club's image.

Calling on ex-members is also something that should be included in the club's promotional jobs. Your best clients are peo-

Coming Events

21-27 May, **Eastern Instructor Course**. Hosted by Gatineau Gliding Club, Pendleton, ON. Contact National Office for information (613) 232-1243.

28 June -3 July, **Ontario Regionals**, Pendleton, ON Warm-up for Nationals using many of same turn-points. Contact: R. Mercer, Box 636, Hudson, PQ JOP 1HO. (514)458-4627.

16-28 July, **Canadian Nationals**, Hawkesbury, ON Contact: George Couser, 735 Rivière aux Pins, Boucherville, PQ J4B 3A8. (514) 655-1801 (H), 647-7322 (B).

1-8 July, **Western Instructor Course**. Hosted by Winnipeg Gliding Club, Starbuck, Manitoba. Clubhouse and campground available. Applications to National Office. WGC contact: Harvey Bachman, Box 1255, Winnipeg, R3C 2Y4, or Ian Oldaker (416) 877-1581.

23 July - 1 Aug, **Cowley Summer Camp**, Cowley airfield, AB. Come to Canada's biggest annual soaring gathering. Large campground on field. Wave, thermals, XC, a lot of fun. Contact: Kevin Bennett (403) 949-2589 (H), 260-2935 (B).

Du 6 -13 Août, **Cours d'Instructeur**. Club de Vol à Voile de Québec, St-Raymond, PQ. Clubhouse et camping disponibles. Renseignements auprès de l'ACVV, ou Denis Gauvin, 4510 Boul. des Cimes, PQ G2A 3K3, (418) 842-6456.

ple that have bought from you before. Another idea can be to seed interest in the Air Cadets (I was one). Once they graduate, the only place they can fly is in your club! These concepts and ideas are important if one of our objectives or goals is to increase national awareness about soaring. My goal is two-fold:

- to stimulate a business sense in our clubs to sustain positive growth, and
- to contribute in any aspect I can to assure the longevity of my club.

What could SAC's role be in all this you ask? I think it should be a marketing support arm for our clubs. We need to conduct surveys to measure marketing efforts, manage national promotional activities, develop a mission statement (they probably have one somewhere) so that measurable objectives can be constructed to guide our efforts and maximize our finite resources, and provide clubs with managerial support.

All club members should adapt a more proactive attitude on and off the field. The trick is for the club to provide the right "incentive mix" — some food for thought for club executives.

Boris Mospan
Champlain