

free flight • vol libre

1/87
Jan/Feb



Musings

HAPPY NEW YEAR! A belated Merry Christmas. The lead time for the column is such that it's easy to forget. I hope that each of you and your families, friends, and companions had a fulfilling Holiday Season. I hope too, that your 1987 will provide all the flying and personal achievement that you desire. Happy Landings.

In the category of "this and that" I must acknowledge two comments, one in the last issue of **free flight**, the other in the previous. In the last issue, Sid Wood took me to task for my "rose coloured glasses" apparently borrowed from Dixon More. Heaven Forbid! I have enough trouble with Dixon's view of the world as it is. In fact, Sid, I believe that at the beginning of the summer, the membership of SOSA was looking pretty good. After that the rains came and growth stopped. In hindsight, I agree that it wasn't the best forecast. Sorry.

Two issues ago, Dick Vine noted that I had visited Bluenose Soaring. He wondered if I enjoyed myself. I most certainly did. I visited Bluenose on a Saturday that had, unfortunately, pretty stable air. Who cared! I was there to try winch launching. All of my previous gliding experience was based on aerotows. Talk about acceleration. As with all of the enjoyable aspects of life, once you have a taste, as if were, more is desired. So I had a second launch and enjoyed it just as much as the first. My return to Toronto prevented further launches. I have pleasant memories. If circumstance allows, I shall return. Many thanks to Dick, Gordon Waugh, and their colleagues for their courtesy and hospitality. Stanley airport, where Bluenose flies, is about a 60 minutes drive north of Halifax, near Windsor. If you are ever in the area, give Gordon or Dick a call and visit. It's worthwhile, I assure you.

I've spent much time over the last two months participating in the process of starting the Aero Club of Canada/Aero Club du Canada. Read Step Two of "The Path Forward" for details.

This is the low point of the year for most of us, for the obvious reason that most club fields are frozen, snowed under, or objectionably wet. Short days and a procession of lows don't help either. It is the time for reflection and planning. I'm going to try for a 100 hour year in 1987, if my SAC and ACC chores allow. I'll try to fly competitively as much as I can, and I'll seek at least one competent evaluation of my flying at the beginning of the season. Those are my goals. How about you? Have you planned to participate actively in the non-flying activities of your club? The route to the greatest value and reward for each of us is the personal contribution to our clubs, and as appropriate, to SAC.

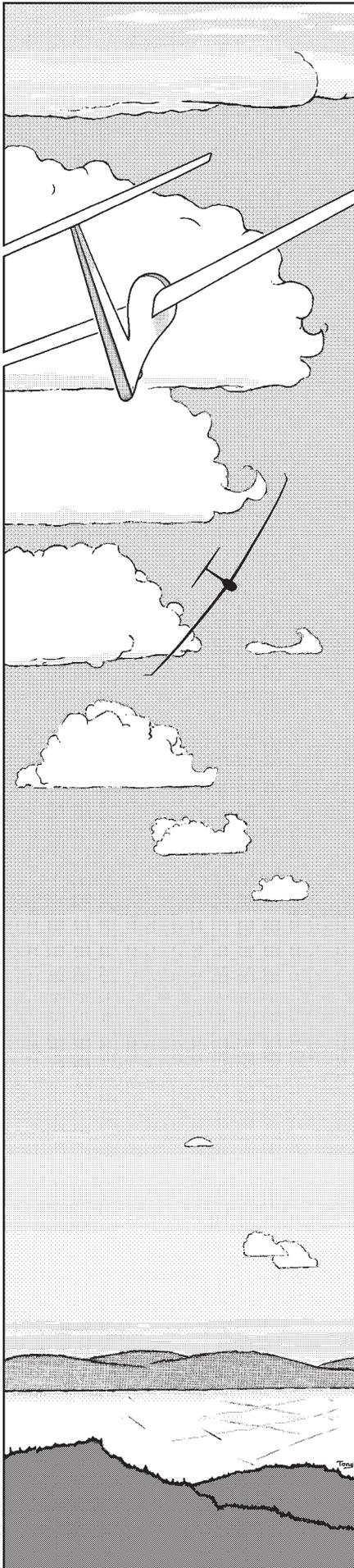
Often one or more of you have asked why we don't have more sponsorship or advertising in **free flight**. The answer to that question is not simple. There is one aspect that I would like to leave with you to ponder. I owe Bob Patterson of SOSA thanks for the stimulus. Have you ever considered the effect that our image has on our marketability to advertisers or sponsors? Do you think that we are looked upon as sportspersons with some disposable income? Or are we looked on as cheapskates who spend a penny grudgingly? If you read the comments and letters in **free flight** or club bulletins over the past year or so, what conclusion would you form? Especially if you were considering allocating funds for advertising or sponsorship. Is our collective mentality out of date; do frozen minds predominate? I have my thoughts; what are yours?

There is a tyranny in column space. To offset any accusation of plagiarism, I must acknowledge the source of the opening line in my obituary for Wolf Leers. It is from Benjamin Britten's "Peter Grimes" Act 3, scene 2. Similarly, the obituary should have closed with an excerpt from one of Wolf's favourite composer's works, Andrew Lloyd Webber's, "Requiem". The line reads: Requiem aeternam dona ei, Domine, et lux perpetua luceat ei. Translated, Rest eternal grant him, O Lord, and let light perpetual shine upon him.

With that sombre close may I say that I hope I'll see you at the AGM in Montreal, March 13 to 15, at the new Delta Hotel.

FLY AS SOON AS YOU CAN AND, WHEN YOU DO, DO IT WELL.
OH, AND DON'T FORGET, CROCODILES SLEEP WITH THEIR EYES OPEN.
ABOVE ALL— ENJOY THE JOURNEY.





free flight • vol libre

1/87 Jan-Feb

Trademark pending Marque de commerce en instance

The journal of the Soaring Association of Canada
Le journal de l'Association Canadienne de Vol à Voile

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Cover

A hot stable day a couple of years ago at the Innisfail May Meet. Pilots wait for trigger temperature and even the hint of a cumulus. Photo by Klaus Stachow.

FALL DIRECTORS' MEETING

Al Sunley

Alberta Zone Director

The fall meeting of the SAC Board of Directors was held in Ottawa on the 1 November weekend. Bob Carlson brought the meeting to order at 0845. A one minute silence period was held in memory of deceased members Julien Audette, Wolf Leers, and Stewart MacLean.

OLD BUSINESS

Jonathan Livingston Seagull Trophy Recommended by Dixon More: "That it be awarded to the youngest junior SAC member of achieving a Silver badge in that year." Board agreed. Dixon will write Boris Karpoff outlining rules and requesting list of candidates.

Chairman of Meteorology Alex Krieger brought forward three names which have been recommended. After discussion, the board decided to hold the appointment in abeyance until further information could be obtained.

Chairman of Medical Committee Bob Carlson indicated there was some urgency to acquire a person to fill this position. Discussion indicated a decision to require a committee of more than one. Motion — Dixon More, seconded Harold Tilgner: "That Dr. Peter Perry be requested to accept position as chairman of the Medical Committee." Carried. *(Peter has since agreed, ed.)*

Safety Appeal and Review Board Motion — Dixon More, seconded Alex Krieger: "To reappoint Glenn Lockhart to the board." Carried.

Technical Committee Alex Krieger is working on the committee structure, but requires complete records at the National Office to answer club requests for technical information. Decision is on hold until SAC organization is clarified.

Alex noted that there is no Canadian representative on the Sailplane Development Body or involved in JAR 22 (usually the same person serves on both committees). SAC is a member of OSTIV, which is the regulator for the Sailplane Development Body. Alex is to proceed with this item and report progress at the next meeting.

Publicity Joe Somfay resigned due to increase in family and relocation of his office. He is frustrated at not achieving any accomplishments for SAC due to a lack of help, among other things. New appointment to be delayed due to the flux in SAC's organization.

Membership Review Membership appears to be equal to last year. Some errors due to confusion of coding for junior and married members which will have to be straightened out. Daily membership figures are lost as SAC has no provision to account for these people.

Financial Review Salaries down, government grants down, professional fees up (legal and Jean Matheson's contract after resignation), meetings and travel higher than budget (due to unavailability of special rates at time of purchasing tickets). Total within \$2,000 thanks to reduction in salaries.

Insurance Review and Safety Discussion on follow-up of accident reports. Recommendation to clubs and members to correct obviously dangerous procedures. Claims so far are down about \$40,000 from last year, but year does not end until March, 1987. New policy will be going out in November. Next year promises a card in the spring. Expect an increase in rates next year.

In response to some uncertainty, the Board confirmed that members are insured from the moment their cheques clear the bank or are received by the club treasurer.

Flight Training and Safety Committee Instructors courses were successful. Refresher courses need to have more promotion: the one at Gatineau was good, the SOSA one was cancelled. There is a request for ground school information. Bob Carlson wished it to be noted that the Board is pleased with the work of this committee.

SAC Annual Report Distribution Same as last year. Directors' and Committee Chairmen's reports are to be in by January 31, 1987.

Military Club Fees Cold Lake and Namao clubs to be notified of the proposal accepted by Borden Club. SAC fee structure is modified to recognize the transitory nature of military personnel and to encourage SAC membership of personnel on temporary duty at these locations.



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 Royal Canadian Flying Clubs Association (RCFCA), 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 RCFCA 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. Directors' names and addresses are given elsewhere 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.

For change of address and subscriptions to non-SAC members (\$18.00 per year/\$24 outside Canada) please contact the National Office, address below.

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Vice President H. Tilgner
Executive Director & Corporate Secretary Position vacant
Corporate Treasurer Jim McCollum
SAC Office Secretary Position vacant
SAC National Office
485 Bank Street, 2nd Floor
Ottawa, ON K2P 1Z2
(613) 232-1243

5 **Deadline for contributions**
5th day of each even month

L'ASSOCIATION CANADIENNE DE VOL A 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'Association Royale Canadienne des Aéro Clubs (RCFCA – Aéro Club National Canadien), 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, le RCFCA 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/\$24.00 à l'extérieur par an) veuillez contacter le bureau national.

EDITOR

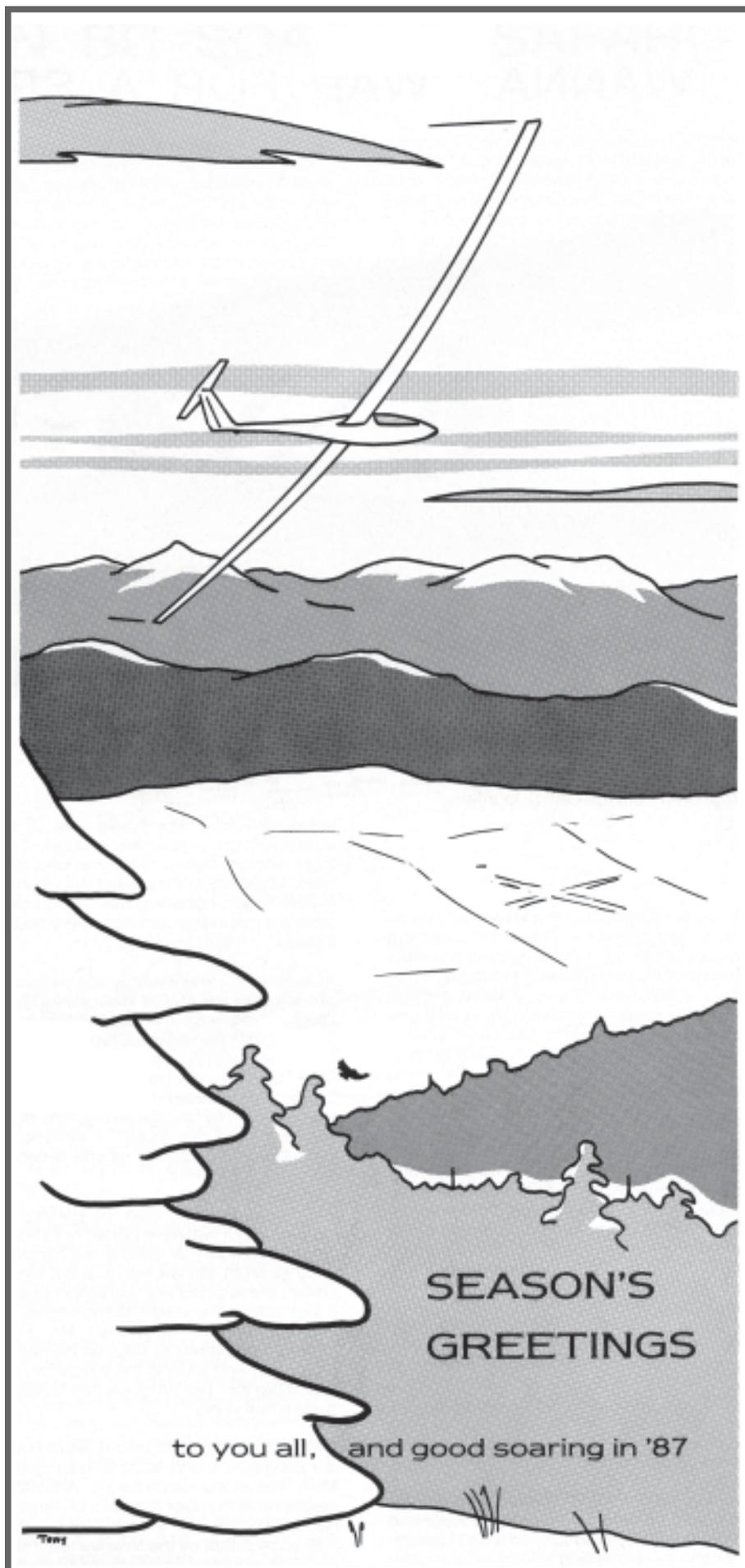
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5



WANNA SWAP FOR A SET OF WINGS?



Ted Hill

reprinted from the CAHS Journal

If you are no younger than twenty-five, you must remember the craze for collecting cigarette cards — those colourful vignettes the tobacco companies used to pack with their coffin nails. If you smoked enough and managed to escape cancer and emphysema long enough, you could end up exchanging these premium cards for anything from a fancy ashtray to a grand piano.

You will remember the cards showed pretty pictures of vintage cars, or dogs, or flowers — or aircraft. One thoughtful relative of mine recently sent me, from Australia, a complete set of these cards, mounted in a special album, which show the development of aircraft from Stringfellow's flying model to Sputnik. Now, these things are rare — real collector's items — and I was happy to add this lot to my library.

Today, there seems to be no interest in collecting such things. I suspect that boys today are more likely to be swapping girls' telephone numbers or stock market tips. But when I was a boy, cigarette cards were BIG BUSINESS.

In the early 1900s, the Macdonald Tobacco Company whimsically announced they were prepared to give a de Havilland "Moth" to any group which would bring them ump-teen thousand packs of their cigarette cards. The figure was so outlandishly high — natu-

rally enough — that there were no takers. But some folks really tried. I hesitate to think what the effort did to their health, but at any rate, shares of the tobacco company continued very healthy indeed.

At that time, I was happily ensconced as president of the McGill University Gliding Club, which was the successor to the McGill Light Aeroplane Club. The parent club had already owned a "Moth", CF-CDA, but this craft had met a tragic end. Sadly, she crashed in September, 1932, killing one of my favourite instructors, Blaise Lebœuf, and his pupil. I believe the Aeroplane Club died a natural death following this accident.

Well, ours was a club of gliding enthusiasts, but we were certainly intrigued by the possibility of getting our hands on another Moth. So we set up a scheme to collect the appropriate cigarette cards on a big scale. The major domo of the Arts Building at the university, Mr. Harry Grimdsdale, offered to take on the task of accepting and storing the cards for us. It was a big job, but he stuck to it loyally for quite a few years.

After a year or so of this effort, we reviewed our progress. It was already clear that no Moth was in the cards for us. Although a respectable number of packs of the cards had been collected, the number called for was so high that by the time we reached it, the Moth would be obsolete, and we would all be much too old to fly.

It was suggested that we and the tobacco company both lower our sights, and I ap-

proached them with the suggestion that they accept a much smaller number of cards, and swap them for a sailplane.

I hadn't enough sense to preserve many news clippings from those days, but I do have one dated 18 February 1936, in which it was announced that the Macdonald Company and our club had struck a deal, and they had specifically promised us a sailplane in exchange for a number of card packs which seemed within possibility. We redoubled our collecting efforts, and the walls of the Arts Building began to bulge. Something had to give!

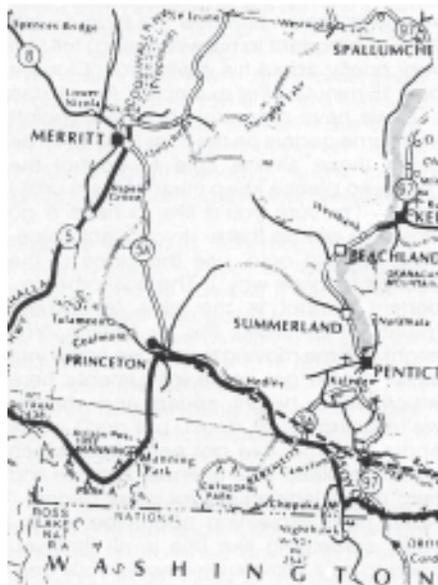
Up until that time, our club had been operating with a single aircraft. This was a "Zögling" primary which we had built from scratch in the Engineering Building at the university in 1933. It gave yeoman service, training a considerable number of aspiring birdmen, all without significant injury, despite a number of prangs (for one of which — I blush to admit — yours truly was responsible). But in January, 1937, it was rather thoroughly demolished in another crash. By this time, it had performed over 1000 flights, but so far as I am aware, it was written off after this misadventure.

Unfortunately, I have not kept a record of the dates of our later developments, but I believe it was in July or August of that year that the tobacco company finally came across. They had graciously consulted us about the type of aircraft we wanted, and one fine day, they delivered to us a glorious, glistening, graceful intermediate sail-

THE SOUTHERN BC SOARING SAFARI

Tony Burton

For the first time, a point-to-point cross-country soaring trip is being planned to span southern British Columbia from Princeton to Invermere this spring. The event is being organized by Charlie Wilson of the Vancouver Soaring Association and is sponsored by the BC Soaring Society. It is an outgrowth of VSA's annual spring migration to Invermere for badge and mountain cross-country soaring which has attracted pilots from BC and Alberta the past several years. (I would suppose that Charlie and some other VSA members thought that, as long as their towplane was being ferried to Invermere and the pilots were trailering all that distance, why not get some tows in along the way?) Speaking as someone who has lived in the southern BC Interior, and is familiar with the spectacular scenery and excellent soaring prospects along the proposed route, my mouth is watering at the idea of such a trip finally maturing.



Charlie states that anyone is invited to join up wherever most convenient. The plan is to start the trip from Princeton on 16 May, 1987 (the long weekend). He says that only about ten pilots can be accommodated to ensure that the towing does not take too long, so if you are interested in the safari, contact him at the address below.

Mornings will be taken up with weather briefings, tactical briefings, and for those who wish, a familiarization flight in the towplane to the day's goal and back. In the afternoon, glider pilots will attempt to fly to the next goal by whatever course they choose. It is planned that all crews will proceed to camp or a motel at the destination in the late afternoon. In case of inclement weather, the group will proceed by road for that leg of the trip. All legs are relatively short, and the tentative route is as follows:

Princeton to Oliver (80 km)	16 May
Oliver to Grand Forks (90 km)	17 May
Grand Forks to Trail (56 km)	18 May
Trail to Salmo (35 km)	19 May
Salmo to Creston (62 km)	20 May
Creston to Elko (105 km)	21 May
Elko to Invermere (150 km)	22 May

Once at the goal, the towplane and gliding will continue for another two weeks to 6 June. Each glider must have a radio and good ground equipment, and each tow car should have a ground station. Participating pilots must carry liability insurance and proof of competency for aerotowing if they are not known to the BCSS.

For further information, contact Charlie Wilson, 3853 Lorraine Avenue, North Vancouver, V7R 4C1, (604) 987-1363. □



... Wings?

plane — a Slingsby "Falcon". We had not been able to afford a two-seater, but here was a single-seater, as large as life and twice as lovely!

During half-time of a rugby game at Molson Stadium, the Falcon was towed on to the field and a little group gathered for the handing-over ceremony. There was a charming lady, the representative of the tobacco company, ready to make the presentation. There was Principal Douglas of the university, ready to accept the craft on our behalf. There was Harry Grimsdale, who had laboured so hard and long to gather the cigarette cards for us. I was due to join them, to accept the sailplane on behalf of the club, but — I was outside the gates, with no ticket to get in. I had some very anxious moments while I searched for a way to get into the stadium, and finally climbed over a

chain-link fence. That aircraft, with her racy, swept-back wing, looked impressively beautiful. She had been worth all the effort, and then some!

The ceremony was mercifully brief. There was a happy shaking of hands all round, and then a group of willing helpers joined me to shove the craft off the field, safe from charging footballers.

Now the club found itself in the embarrassing position of owning an intermediate sailplane, but no primary trainer. Also, we didn't have a single member qualified at that time to fly the Falcon. Eventually, she was test-flown by a visitor from Germany, Wolf von Wernsdorff, and she performed beautifully.

To my everlasting regret, I had to leave the McGill club at that time, due to the pressure of medical studies, and I have little knowledge of its later fortunes. Before long,

a public-spirited benefactor, Mr. Norman Holland, came to the club's aid by donating a new primary trainer — a Dagling. Some members of the club eventually qualified, and flew the Falcon over several years, mostly, I believe, at St. Hubert airport. In the fall of 1939, it was flown briefly at St. Sauveur in the Laurentians. Then, under the spur of the war, the club members began to disperse. One — Paul Laricheliere — became a Spitfire pilot. Several others graduated as engineers, and joined the National Research Council at Ottawa. I believe these men worked out an agreement with the Gatineau Gliding Club for the Falcon to be seconded to them, and that it operated in the Gatineau area for some time.

But the RCAF claimed me, and I lost my contacts in the gliding fraternity for many years. I do not know the Falcon's eventual fate. Perhaps some reader who knows the facts will be able to enlighten us. □

HOW TO GIVE A GREAT RIDE

All you ever wanted to know about giving introductory rides that will bring the visitor back to your club.

Maurie Bradney

from "New Zealand Gliding Kiwi"

Introduction

As a passenger pilot, you are the front line person in the club's public relations effort. Almost everyone in gliding started with a passenger flight, either by a friend or just walking in off the street. The impression you make on that passenger is most important to the club's well-being and gliding as a sport.

The first thing to realize when you start to take passengers up for their first flight is just that — it is *their* flight and not yours at their expense. The impressions you give during that first flight are extremely important — you can sign up a new member or turn him or her off flying for life!

In this sense, your responsibility is even greater than that of the instructor — a student who does not get on with a particular instructor will seek another instructor (hopefully), whereas a passenger having an unpleasant experience on his first flight will probably not even take another flight. He (or she) will go away thinking flying is not for them, and probably never come back. The aim of these notes is to help ensure this does not happen! It will help a lot if you bear in mind your own first experience as you read through.

Confidence

It may seem an obvious thing to say, but you must be confident of your own ability to fly safely and accurately. Not only this, you must convey this confidence to your would-be passenger — you have come here of your own volition to be exhilarated, but in the back of your mind is the thought, "I hope nothing goes wrong ..." What you really want is to get down again safely; if you enjoy it immensely, so much the better.

You are introduced to someone (a good pilot you hope) about whom you know nothing, and he says such things as, "I haven't flown one of these gliders for ages" or "I hope the rope doesn't break" or "I hope the wings don't fall off". Maybe an exaggeration, but if you had any sense, you'd be off like a shot or you might sit through the whole flight petrified. Loose talk, even if intended as a joke, can get you off to a really bad start. (More about loose talk later.)

What you, the passenger, want to hear is that things will *not* go wrong, and if they do that your pilot will be able to sort them out in a trained and professional way. You will want to hear him say (about the glider), "It might look flimsy, but it's actually as strong as a brick outhouse!" or (about the launch),

"Rope breaks are extremely rare, but if we're high enough we'll land back on the airfield." Notice the "WILL" and not "MIGHT" or "MAYBE", and the fact that your pilot is making decisions and preparing for any eventuality. You think to yourself, "I can trust this man with my life" because that is in fact what you are doing. So let your passenger *know* you are going to look after him by being positive and decisive. Needless to say, all this exuded confidence should have its basis in ability.

Early Sensations

Most people, on their first few flights, will experience fairly vivid sensations of positive and negative 'g' and of slip or skid, though they probably will not know what they are called or why they happen. The fact that they do not know why these sensations happen will merely make them even more vivid. Let's face it — your passenger has spent 99%+ of his life at 1 'g' and he suddenly finds that not only does he lean over every time you turn, but he also gets pushed into his seat. And no sooner has he adapted to this extra body weight, than you come out of the turn and he feels light-headed going back to 1 'g'. It may be very disconcerting — he may think he'll never make a pilot — he hasn't the constitution for it. The moral should be obvious — be honest and tell him about these sensations *before* you fly. Reassure him by telling that *everybody* has these same sensations of high and low 'g' on their first few flights; that the sensations will disappear thereafter, once his eyes have learned to discern the small changes in attitude that cause them. It is equally important not to talk about "high and low g" and "attitude" — they are technical words and will probably not mean a lot to him. Much better to explain in everyday terms, eg. "... that hump-back bridge feeling" or "... that sensation you get stopping in a going down elevator". Your passenger will know immediately what you are talking about, and what to expect. It is also something you can reinforce when you are airborne, and fly through (say) a down gust causing low 'g'. You could say, "Did you feel that? Remember that hump-back bridge feeling I mentioned before we took off ... ?" etc. It is reassuring to your passenger to know that he is not the only one who felt something not really pleasant.

Just one last point about sensations before we move on to pre-flight briefing. Most people adapt quite quickly to positive 'g' whilst negative 'g' (or less than 1 'g') takes somewhat longer. An extremely small percentage of people never completely overcome it, and may become extremely concerned the moment the glider becomes loaded at less than 1 'g'.

If you want to know more about early sensations of flight, read Derek Piggott's "Sub-Gravity Sensations" (*printed in 1/83 & 2/83*). My apologies for a long-winded section on sensations, but the subject is vitally important if we want our passengers to come back and fly again as students.

Pre-flight Briefing

The essence of a good briefing is just that — KEEP IT BRIEF! Tell your passenger about the things that will concern him, namely what to expect from the flight, and how to enjoy it. He may be interested in what all the instruments are for, or where all the controls are and what they do, but do not volunteer lengthy explanations.

Once he is aboard and comfortable and you have shown him how the straps work (that *is* important to his well-being), tell him *very briefly* about his environment for the next 15 minutes. For example: "As you can see, we have a control stick here (point) and some pedals on the floor (point). I'll be using these all the time to control the glider, so please keep clear of them until I say — I'm sure you'd like to have a go when we get up there. If you want something to hold onto, use the sides of the cockpit (explain why!). The only other important control is the blue lever here (point) which works the air brakes. You might see me moving that as we come in to land. You've got some instruments here which tell our height, speed, and whether we're going up or down, but don't worry about them — I've got some too. Much better you keep your attention outside and help me in looking out for other gliders." Apart from explaining about the sensations, something like this is all that you need to say. Obviously amplify your description if you are asked, but don't get yourself bogged down by intricate details of how and why everything works. Don't be evasive, but keep your explanations brief and untechnical.

Bear in mind the technical knowledge you have has been assimilated over several years — if you try to impart all this knowledge in a few minutes, your passenger may think you're a superman for being able to operate all those knobs and levers at once and read all the instruments at the same time, but he might not come back as a student if he thinks it will be all too complicated for a mortal such as himself!

So — BE BRIEF, TRUTHFUL, but UNTECHNICAL and REASSURING.

Patter

You will find that after a few trips you will start developing your own patter. The aim of this section is not to tell exactly what to say, but to give a few hints on how and when you say it.

You may find it very difficult at first, but try to keep a steady even conversation going on. This is important for two reasons: the even (not monotonous) speech will be more reassuring than a sudden high-pitched babble when, for example, the rope has just broken. Secondly, the two way talk will give you an insight as to how your passenger is coping with 3-D motion. He will also feel more part of the flight than nose-ballast. Talk about what you like, but try to make it interesting. For example, on tow you might talk about (as the various places come into view) how to distinguish the crops, or why the river is muddy, etc., the gliding club, fields, stubble fires, in fact, anything that is different (therefore interesting) from your passenger's everyday life. If he lives locally, point out features he is sure to recognize, try to keep his interest outside the cockpit, try to get him involved in the conversation. He does not know how to fly the glider, but he can (hopefully!) talk.

The other important part of a good patter, hence good passenger flying, is to keep your passenger informed about the flight — for instance, warning him *before* every maneuver and if needs be, what to expect. Almost every sensation will be new to him, tell him before it happens. For example:

- (On coming off tow.) "Any moment now I'm going to pull off tow and do a climbing right-hand turn." The elements are there, and it is truthful, but "pulling off" might suggest a violent maneuver, and a "climbing right-hand turn" may mean very little.

Compare that with: "Any moment now — I'll tell you when — I shall be releasing the tow rope, and as soon as it has gone, I'll bank the glider over gently to the right. The tow rope will leave us with a bit of a jolt, it's quite normal. OK? — I'm releasing ... now." See the difference? — he is now prepared for everything he's going to feel, whether or not he is actually sitting through a climbing right-hand turn or not.

- (On preparing to land.) "Well, we're down to 800 feet and it's about time we got ourselves established on the downwind leg of the circuit. I'll try to get us down by the launch point, but it might be tricky in this crosswind. I'm increasing speed and retrimming for the turn onto base leg now, 55 knots should be enough for today's wind gradient. A fairly steep turn now onto final and open the brakes. Still 55 knots and going well, etc. etc. ..."

All good stuff and very truthful. Read it through again and see where it went wrong. Before you read the next version, try to think about what you would say.

Let's take it to pieces bit by bit:

Your Words	His Thoughts
...800 feet	How does he know? Why 800 feet anyway?
...downwind leg of the circuit.	What is a downwind leg? A circuit? We're flying straight.
...try to get us down.	Somehow. Who is this guy? I thought he was a pilot.
...might be tricky	Why did I ever consent to take off?

...in this crosswind.	How does he know? Why did we takeoff if crosswinds are dangerous?
...I'm increasing	How — he didn't tell me.
...onto base leg	Where are all these legs?
...55 knots	I give up!
...wind gradient	What?
...final...	Please get me on the ground safely.
...brakes	He's put on the brakes and nothing's happened, we're not slowing. HELP!

Grossly over-technical to the point of confusion, and not very reassuring, is it? OK, it's an exaggeration, but serves to illustrate the point. Saying what you are thinking, or thinking aloud, is not good enough. Try this version:

"We're getting fairly low now and ought to be thinking about getting ready to land. (Getting nicely positioned on downwind leg.) What I'm doing at the moment is getting us positioned so that we will land on that strip of grass at the end of the airfield where that tug/glider has just landed — just down there on the left. See it. We need extra speed for a safe approach to land, so any moment now I'm going to lower the nose slightly — you'll feel that hump-back bridge feeling as I do it and hear the air noise get louder. (Lowers nose and retrims) I'm going to bank a bit steeper than I have so far on the flight — you will get to learn it's the safest way to turn when you're nearer the ground — one more turn like that and we'll be lined up for a landing. We've still got plenty of height so I'm going to start to use the air brakes. It might look like we're going to dive into the ground, but we won't, don't worry, we always approach quite steeply in gliders, etc." The difference here is that this pilot is adjusting his own thoughts to what his passenger can understand, pre-empting his apprehension, and certainly not mentioning his own thoughts of downwind leg, crosswind, and wind gradient. Saying the right things is often simply not saying the wrong things!

Adverse Passenger Reactions

Apart from the extremely unlikely event of flying somebody who is acutely low 'g' sensitive, the main problem you may encounter is airsickness.

Whilst it must be said that some people are prone to any sort of motion sickness, a large proportion of passenger sickness on early flights can be attributed to unnecessarily violent maneuvering and inaccurate flying by the pilot.

So, the rule is no aerobatics, no steep turns, and definitely, no dolphin flying! It is also not a good idea to take more than two or three turns in a thermal, as continuous circling is liable to disorient your passenger. And unless you are sure he is happy, these turns should not be as steeply banked as proper thermalling turns. Naturally, you should be keeping your conversation going, but if your passenger is quiet or unresponsive, especially if his head is tucked down and his vision is inside the cockpit, suspect that he is not feeling very bright. Do *not* ask, "Are you feeling sick?" — you will find out very quickly and very messily!

Perhaps, "If you're happy we'll go in and land now — I'm sure someone else is waiting for our glider." It may not be strictly truthful, but it should at least provoke a response. The main thing is to keep his attention directed outside the cockpit from square one. Not only will he gain very little knowledge or enjoyment from staring at the instruments, his lack of visual awareness of the glider's motion will make all his sensations much more vivid and alarming. Try it yourself on your next flight — do a gently pushover (low 'g') looking at the horizon, then do the same maneuver looking downwards at the stick. That is what your passenger will feel.

Letting Him Fly

Showing somebody the effects of the controls and how they are used to maneuver the glider is really a job for a qualified instructor. However, with a little practice, you will be able to show them what the controls do and how to do turns, but it is not an easy lesson to teach well and correctly. There are a lot of potential pitfalls in teaching or saying the wrong thing which your passenger's subsequent instructor will find out to his dismay. Quite a lot of very difficult instructing is in trying to unteach incorrect techniques gained on passenger flights. It does the potential pilot quite a disfavor to give poor basic instruction. In general, stick to the primary effects of the three controls.

Some Do's and Don'ts

- DO reassure your passenger — understand his problems.
- DO use analogies whenever you can to explain something — this is far better than the technical truth.
- DO keep his attention outside the cockpit — get him to help you lookout — make him feel useful.
- DO warn him what you are going to do *before* you do it.
- DO fly smoothly.
- DO if you can, fly your friends as passengers first — they already know you and probably trust you — you will already have overcome the biggest hurdle.
- DO NOT do aerobatics.
- DO NOT spend a long time continuously thermalling or circling.
- DO NOT do steep turns, but . . .
- DO NOT compromise safety, inasmuch as you may have to turn steeply to avoid collision, or to do a well-banked final turn.
- DO NOT apologize. For example, do not say, "What a sloppy turn I did there!" or "What a dreadful takeoff!" Your passenger has trusted you with his life — he doesn't want to hear things like that from you!
- DO NOT use loose talk. Example just above. Think what you want to say, and think how it will be received before you say it.
- DO NOT fly passengers in difficult conditions.

Flight Safety and the Circuit

Having read this far, you should, by now, have realized that things are not always the way they might seem to your passengers, and vice versa. Flying a safe circuit

continued on next page

ANOTHER WORK OF THE MASTER VERSIFIER UNCOVERED!

Kemp Ward
CVV Appalachian

You may recall receiving from me several years ago a quasi-scholarly essay on the poems of a newly discovered soaring poet (see 2/79, page 11). In spite of the fact that Thomas Matthews showed unusual promise, only one further writing of his was ever published (in 4/82), to the disappointment of all, I am sure.

Recently, however, another of his inimitable verses was discovered in a dusty corner of my business desk (resting concealed like a long lost scroll) amongst the dry leaves of past financial indiscretions. Not only did this work cause the local literati to quiver

with delight and laughter, but it occurred at a most apropos moment, judging from the account of the first day's flying at our Nationals this year.

So here, to the anticipated satisfaction of all long-distance soaring pilots is another, and, we hope, not the last, of Matthews' works. (The title is a phrase used by St. Exupéry in one of his evocative essays.)

As was the case with Matthews' last publication, we expect the demand for copies of his work to be immeasurable. Anyone wishing to obtain a print of "The Golden Bond" or other poems may write to me, his agent, including a small cheque of \$10 to cover fees and flying expenses.

THE GOLDEN BOND

*To what great heights does man aspire?
What is his fondest dream?
What is his hope when day is done?
Where have his musings been?*

*A climber thinks of Everest,
A diver — a coral reef.
A poet — immortality,
A rancher — of prize beef.*

*But what of sailplane pilots
Who soar aloft so free?
A dream of record altitude,
Of flights two hours — or three?*

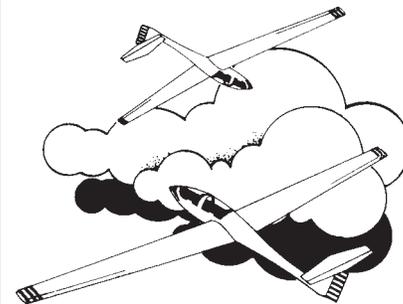
*Of flights a thousand miles or more?
An aerobatics prize?
Of staying up despite the grey
And leaden, sodden skies?*

*What is it that my good friend John
Had left to conquer o'er?
He'd made the longest flight of all
In miles, and by the hour ...*

*But soft — let's ask him now he sits,
The triumph on his face
Is proof quite clear of challenge met,
Of winning some great race.*

*He sits in cockpit, Cheshire-smug
A-grinning ear to ear.
What is it that he holds aloft
For all the world to see. Come near ...*

*A plastic bag tied 'round the end
Glints gold in sun's rays soft
— And suddenly it dawns on us
at LAST he's pee'd aloft!*



Arizona Soaring Inc.

ad

aerobatics courses

at Estrella

HOW TO GIVE A GREAT RIDE ...

is no exception. What is to you, the pilot, a perfectly safe and controlled "running out of height" situation might come across to your passenger as an emergency with things rapidly out of control. Even more so if you have already told him where you are going to land and then say you won't be able to make it. What I am really saying is that the margin of safety that you accept for your own solo flying is not enough when you have a passenger's well-being to consider as well. You should *always* be at such height and position as to allow you to:

- (1) Fly a *complete* circuit, without having, of necessity, to cut it short, and
- (2) Use *at least* half air brakes for the whole of the final approach.

Additionally in thermic conditions, if you do not need to use some air brake on base leg, your circuit was too low. (Assuming, of course, that you didn't fly through the strong sink on base leg, which was why you were carrying extra safety height in the first place!)

In summary, running your passenger out of height and turning in early, or even worse, stretching it and ending up with a turn at treetop height is simply not on. Misjudging things so badly that the only safe course of action is a field landing is really inexcusable. There is always a greater element of risk in any field landing than in a normal landing back on the site. As cross-country pilots, we know and accept that additional risk. We have no right to expose our unsuspecting passenger to it.

Notwithstanding any of the above you must, of course, take whatever action is appropriate and necessary to avoid an accident — accidents involving passengers are totally unacceptable.

A Few Final Comments

Introducing others to your sport can be very rewarding. You will find it almost like learning to fly all over again and it will certainly add a dimension to your gliding. Once you have the rating, use it whenever you can. Not only will staying current help your flying to be safer and more accurate, you will be giving much better value for your customer's money. It is his flight after all. □

KEEPING A HANDLE ON THE BOOKS

If your gliding club is one in which financial information never seems to be available until club AGM time, or the situation exists in which the club burns out a treasurer a year, then it might be worthwhile considering one of the many accounting computer programs that are available on the market at quite modest prices.

Your humble reviewer has been working with one for a number of months now and I have been quite impressed with the capability provided. This package consists of General Ledger, Accounts Payable, Accounts Receivable, Payroll, and Jobcost and is sold by Bedford Software of Suite 102B, 3701 East Hastings St., Burnaby, BC V5C 2H6, for \$149.00. It is an integrated package, which means that activity in Accounts Receivable, for instance, is instantly transferred to the other pertinent accounting "books".

This linkage means that as soon as the club treasurer enters the results of the week's flying into the journal of accounts receivable and/or accounts payable, he can then print out up-to-date Balance Sheets and Income Statements. This may not be helpful, of course, unless the club is having a directors' or general club meeting in the immediate future. Perhaps more useful is that the program can print out invoices for clients in accounts receivable, and print cheques out of accounts payable. If it is preferred to do these via manual procedures, then the program provides full information to support this.

The Bedford Accounting Package at present works only on MS-DOS machines, but it does not require a high degree of IBM

compatibility. It works flawlessly on my Sanyo 555, which is anything but a perfect clone of the IBM PC. Although the company recommends a dual 360K disc machine containing 256K of RAM, it will also work on a single disc unit having only 128K. The number of accounts and the journal activity that can be maintained is reduced in the latter case, but since the program is overbuilt for any gliding club in Canada, that is not a practical constraint. The ability to read/write to a 360K disc format is mandatory, however.

To convert to automated accounting, one needs a properly constructed Balance Sheet and Income Statement to provide the opening account structure. Once this framework is entered and made ready, then the recording of transactions can begin. At this point, it must be noted that the operator of the program must understand basic bookkeeping procedures. A few evenings with a high school textbook on the subject, or an evening with someone that understands the process, should provide the information to do the bookkeeping assignments correctly. The program demands no accounting skills or knowledge above that used to maintain a basic set of manual accounting books.

Once entering of transactions begins in the pertinent journals, the program automatically does the "posting" to the ledgers, and instantly performs the arithmetic to update the pertinent accounts and totals. Not only are the financial statements available instantly at the conclusion of any journal entry session, but also aged analysis of both accounts receivable and accounts payable; both in summary showing all cli-

ents and vendors, and in detail to any customer (read club member) or any vendor.

Invoices and cheques may be printed complete with the information that generated either. Required for this are dedicated pre-printed forms, available from Moore Business Forms. However, as stated above, this feature can be ignored while the program provides all the same information to support manual invoicing or the use of chequing accounts in the traditional manner.

Despite the primary activity of the journal, whether the general journal or those of the subsidiary ledgers, none of the journals are available via the display. This is partly because of the time taken to assemble the information, with the amount of disc reading involved and the RAM juggling necessary. But the main reason, I understand, is because it is good procedure to maintain a hardcopy of the journals, and as far as I can tell (I am no accountant), the maintenance of a complete hardcopy of the journal is necessary to provide a sound audit trail; at any rate, the Journal records are only available in printed form.

From the point of view of keystroke commands needed to operate the software, the Bedford program is the simplest to operate that I have yet come across. Although the alphanumeric keys are used to input the accounting data, the commands are input via the various menus through only seven command keystrokes. The four "Arrow" keys are used to provide about 75% of the commands necessary, with the Return, Escape, and Shift-Return commands used for the remaining 25%. From this aspect, the software is refreshingly creative.

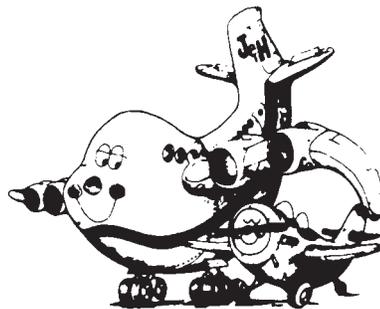
Most of the low-cost accounting programs come complete with a "Jobcost" module that allows the financial tracking of any selected project. Thus, the treasurer could keep a precise record of the revenue/cost relationship of the tow/launch operation, for example. Again, an up-to-date report on any project is available at the end of any record entering session.

Some of the low-cost accounting programs provide additional features such as Forecasting, Budgeting, and Inventory. The Dac-Easy program, available from Dallas, Texas, adds these capabilities to most of the accounting features mentioned above for a cost of \$US 69.95, although Payroll is a \$49.00 option.

So, if the financial situation of your club seems forever a mystery, the use of one of these automated accounting programs could not only "clean up the books", but also provide the club with all the financial information it could ever need. Only modest data shuffling power is required, and since an evening or two a month would input the monthly records of most gliding clubs, the computer could be one owned by any member. □

My apologies in not crediting the author; his name was separate from the text and was lost. Tony.

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SAFETY

ZOOM??

A few months ago, I was on the final leg of my landing pattern with an FAA examiner who was flying with me for revalidation of my CFIG rating. He asked what I would do if I wasn't sure I could clear the fence at the threshold. I replied that I would either make sure I would clear the fence or land short and ground-loop if necessary to avoid it.

"What about diving to pick up speed and zooming at the last minute to clear the fence?" was the next question, and I knew was the expected answer to the first.

I chose not to argue with the examiner, but frankly, I have serious doubts about the wisdom of this dive-and-zoom method of clearing obstacles, and I do not teach it. For clearing fences, hedges, and other low-lying obstacles it could, I suppose, make a difference by taking advantage of ground effect, particularly in a low- or midwing plane (the 2-33 we were flying is neither). But for me, it will remain an emergency maneuver of last resort, for use only if it should ever be impossible to land and stop in front of the obstacle.

The maneuver is inherently dangerous. You are gambling that you will have enough kinetic energy left to zoom; if you don't, you lose, and the barbed wire gets your throat.

But there is a more subtle and greater danger in the dive-and-zoom idea, which nearly cost the life of a pilot I know and the life of his passenger as well.

This pilot, flying our club Blanik, had radioed ahead that he was too low for a pattern and would land straight in, downwind. He failed to clear the power lines, some 50 feet high, at the end of the runway: the tailskid hooked the wires and tore loose, the plane pitched down and struck the ground at an angle greater than 45 degrees to the horizontal. Fortunately, a guy-wire stopped the left wing so the plane yawed as it dove; the right wing hit first, before the nose, which thus absorbed a relatively small share of the impact. It was this coincidence — the guy wire restraining the left wing — that saved the lives of the pilot and his friend, both of whom escaped with minor injuries. The plane was destroyed.

But the central point of this account is not the narrow escape, nor the pilot error that resulted in such a low, downwind approach. The point is this: As the pilot neared the power lines, he lowered the nose and then tried to zoom up over the wires. The pilot specifically mentions this maneuver in his written report. His passenger confirms it, as do several eyewitnesses. In reviewing the crash, everyone — the pilot, the eyewitnesses (all pilots), the club's ad hoc

investigation committee, and board of directors (again, all pilots) — considered the maneuver as reasonable and assumed that it gained the pilot some additional altitude, albeit not enough.

But if you stop to think about it, *such a maneuver was certain to waste height, not conserve it*. We can, of course, trade speed for altitude, as long as we have flying speed to trade. But this pilot was first trying to buy that speed by giving up the very altitude he needed! It's a little like giving someone money so you can borrow it back. But that analogy is not exact, because it ignores the energy losses due to friction in the zoom.

If the pilot had extra airspeed to trade for altitude he needed, he should have pulled up gently and smoothly without diving first to maximize the efficiency of the maneuver and minimize the friction loss, conserving as much as possible of his total energy. Instead, he reduced his total energy unnecessarily by the extra friction losses of his dive and pull-up. That energy reduction translates to extra and unnecessary loss of altitude — the one commodity which, at that moment, he could least afford to lose.

I'm not sure I've explained this reasoning in terms everyone will understand, so let me emphasize the vital conclusion: *if you're trying to conserve altitude to clear high obstacles, don't dive and zoom!* Your best bet is best-glide plus a smooth pull-up to minimum-sink over the obstacle. If you aren't sure that will do it, land somewhere else.

Tom Cooper
from "Soaring"

NIBBLING AWAY AT THE SPIN MARGINS

At 4000 feet, the solo pilot of the Blanik did his acrobatic check, and, as he had many times before, dropped into a simple spin to lose height at the end of his flight.

As the Blanik entered the spin, some uneasiness, unexplained — was the spin just a little flatter than usual? — she is certainly keen to spin — and so instead of his intended six turns or so, he decided to begin spin recovery after only one turn.

His brain took only a fraction of a second to give full opposite rudder — stick forward off the rear stop — nothing! You know how the Blanik pops out so that you only relax the pressure and presto it's flying again — but not this time, it still spins and spins. Automatically the stick goes full forward until he notices that his hand is nearly at the dashboard — it hits the forward stop!! He notices it is slightly off to one side — would this make any difference?

Suddenly the Blanik was a Blanik again — it jumped out of the spin to behave quite normally as she should — much relief after how many turns? The solo pilot landed and examined the Blanik — only difference being two wing tip skids of wood being about 1/2 kg total weight. Yet other pilots had spun with them on, but the solo pilot was under minimum weight and always needed ballast — he was flying right on aft centre of gravity limit — and, oh yes! they had strengthened the tailwheel section — only a few grams here and there. Wing tip skids taken off and lightened by 1/2 their weight — next spins at safe height again with same solo pilot. Good old Blanik back to its well-behaved spin behaviour. Moral: Spin recovery needs to be practised, especially stick forward, and a simple modification may have dire consequences when conditions under which they were tested are changed.

from "Australian Gliding"

RUNNING THE WING

One thing that causes my spine to curl every season is the often repeated error some people make in running the wings of gliders on the take-off roll. It's not uncommon to see the glider's nose seem to curve off slightly to one side of the taut tow rope as the forward motion starts. Then the nose seems to suddenly turn back when the runner releases the wing tip. At that moment, the wing tip rises due to its increased speed. The other wing tip drags — sometimes into the grass! The pilot then has to compensate quickly and accurately to save the take-off — an unnerving if not dangerous experience.

Sometimes, the cause is simply that the wing runner holds the wing tip back unwittingly. At other times, the wing runner sometimes tries to steer the glider in an effort to help out. Neither of these actions are desirable. The wing of the glider is run for one reason only — to hold the wing tip off the ground during the first part of the takeoff roll when the airspeed of the glider is too low for the controls to be effective. All the wing runner need do, is loosely support the wing between fingers and thumb until the pilot can control the glider in the roll and yaw directions.

In short, never hold back or advance the wing tip when running the wing tip on the take-off roll.

Neill Graham

• • • •

I'm sure there isn't a glider pilot who hasn't experienced the type of take-off that Neill describes. A pilot has enough to do on take-off without having to counteract the yaw induced by an improperly run wing. Based on my own experience, I can add the following: In a crosswind, the upwind wing should be held slightly low. This will help prevent it from being lifted by the wind.

In all cases, try to avoid resisting the up or downward motion caused by the pilot's use of the controls. The pilot will tend to interpret this force as an aerodynamic one, and will thus increase his control motion. If the wing is released at this point, it will almost certainly move immediately in the direction commanded by the pilot and will quite often result in a wing tip dragging on the ground which, if not corrected immediately, could lead to a ground loop. This situation will be worse for gliders with a C of G rather than a nose hook, as there is less tendency for the rope to restore the glider to a straight track.

Tom Okany
from the MSC "Downwind"

STRESS TRAINING IN THE COCKPIT

The best way to handle unusual situations is to practise them beforehand.

How do we handle stress in the cockpit, and how can we teach people to handle themselves when under some stress such as a low final turn or a wing drop when thermalling?

There are a number of maneuvers that the instructor can use to improve the student pilot's capabilities and his ability to safely handle unusual attitudes (of the sailplane, of course!). By teaching the following, we extend the training period perhaps, but is this bad if we are improving on the student's ability to handle situations which may arise when flying solo some time in the future?

Here is a partial list of exercises you may introduce the student to — add to it as you develop as an instructor:

- Loose rope
- Steep sideslip out of a thermal, and recover
- Dive brakes unavailable at start of circuit
- Covered instruments
- Reduced "g" maneuvers
- Cross-country field selection
- Thermal entry from 0.8 Vne

Referring to the above list, note that one must always remain legal, therefore, though the ASI can be covered at altitude to improve on the student's ability to "fly by attitude", the instrument must be available in the circuit. The altimeter can be relied on too much sometimes for circuit planning. Mis-setting it rather than covering it up is a useful training aid — such an exercise will increase the student's confidence and prepare him for the stressful situation of landing out, when the selected field may be at a different elevation than the club strip.

Reduced "g" maneuvers should be used from early on in training in order to find out if a student is sensitive. If discomfort is displayed, the instructor's course is clear — the sensitivity must be noted so that the next instructor will know of it, and a program begun to systematically desensitize

the student so that he or she is unaffected by reduced "g" by solo time.

Cross-country field selection may be done quite close to the home airstrip. It can be made easy or difficult to simulate typical situations. The student should be given more than one of these exercises so that should he get low early on in his post-solo flying, there will be less of a tendency to attempt to return to the club at all costs, and he will be better equipped to make a safe off-field landing. (*The article in 2/86 covers this exercise well.*)

A little bit of stress is good for you — if you don't feel that anticipation of the upcoming flight, the slight feeling of butterflies in your stomach, watch out. You are getting too relaxed, and perhaps you are becoming complacent — *Watch out!* The extra adrenaline in the system when you are "keyed up" makes you sharp and able to perform better. However, too much stress will make a pilot accident prone.

The point of introducing stressful events deliberately and in stages in a student's training is to give the student the stress management background to increase his safety factor when the "real" thing occurs.

Ian Oldaker
from the Instructing/Coaching Newsletter

FLIGHT PERFORMANCE, PERSONALITY LINKED

The best flight crews are made up of people who are driven but not impatient, and who hold attitudes that foster communication and cooperation in the cockpit, Robert Helmreich and his colleagues have found.

Helmreich, who presented his findings at an invited address at the annual American Psychological Association convention, theorizes that the reason he and his colleagues

found a link between personality and performance where others had failed was explained by what he called the "honeymoon effect" of motivation on performance.

"Most individuals, when selected for a position, give their utmost effort during training and/or the initial work period, and this high effort masks the influence of personality," he said. Once the honeymoon is over, however, personality's effect on performance begins to emerge. This effect, he noted, may also explain why laboratory studies have similarly found little relationship between personality and performance.

Helmreich and his colleagues administered to a group of pilots the Extended Personal Attributes Questionnaire and the Work and Family Orientation Questionnaire. The first questionnaire measures positive and negative clusters of instrumental and expressive traits, and the second assesses three facets of achievement motivation: mastery needs, work orientation, and interpersonal competitiveness. These were compared to ratings of pilot performance by Check Airmen, pilots who conduct mandatory evaluations of pilots in flight and in simulators.

They found the better pilots, as rated by the Check Airmen, scored high on instrumentality, expressivity and high mastery needs, while the poorer pilots scored high on aggressiveness.

Another study, using a type A personality measurement instrument that includes scales for drivenness and impatience, found drivenness was linked to high performance and no health problems, while impatience was associated with negative performance and health problems. A third study, a dissertation by Tom Chidester, found that drivenness positively correlated with good cockpit decision-making and communications skills, known as cockpit

continued on page 13

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HANGAR FLYING



GLASER-DIRKS JUBILEE

After Gerhard Glaser's 50th anniversary last year, the Glaser-Dirks sailplane factory announces that it now has produced over 900 DG-series aircraft, and the 200th DG-400 will be delivered in January.

At mid-November, the prototype of the DG-500M was almost ready for its maiden flight. Shown here, this glider is Glaser-Dirk's answer to the current spate of high performance two-seaters reaching the market.

There are still some control parts and the engine electrics to be installed, but if they stay on schedule, the ship will be test-flown by the time you read this. The DG 500M offers a 22 m wingspan and excellent performance.

AN EVENING SILVER DURATION

Few pilots would contemplate taking off on a Silver duration attempt at half past five in the afternoon, but on 14 July, David Dash launched from Aboyne (about 45 km west of Aberdeen, Scotland at 57°N) at 1734 and landed five hours later less than an hour and a half before midnight! High latitude does have its compensations in mid-summer (*but are the Scots on double Day-light Saving Time?*).

from Sailplane & Gliding

JONATHAN LIVINGSTON SEAGULL TROPHY

As mentioned in the Directors Meeting report, this trophy, originally presented by SAC to the Air Cadet League of Canada for their annual award to the best air cadet pilot, will now be awarded to the youngest SAC junior member earning the Silver Badge each year.

This unique and beautiful trophy pictured below will, I hope, encourage CFIs to encourage our young pilots to work hard on their FAI tasks.



The cast acrylic form of the trophy was the inspiration for the design of the Stachow Wave Trophy, awarded by SAC for high altitude flight.

Tony Burton

EXPERIMENT AT BAGNERES

A new type of competition was tried out at Bagnères de Luchon in the French Pyrenées last August 22-24. The aim was to obtain maximum media coverage and attract spectators. The competition took the form of a knock-out contest with pairs of pilots racing each other around a 20 km triangle. The course legs were oriented to follow the main ridges in the area which were all easily accessible by vehicle or on foot, and the organizers aimed for the competitors to be easily observable during most of the race.

French TV covered the event live, and the local radio station gave a running commentary. As well as leading French pilots, the event attracted many well-known foreign pilots including Mozer, Musters, Gantenbrink, Brigliadori, and Reichmann.

THE FINE PRINT

A reminder to everyone who asks me when the next free flight deadline is — it is the 5th day of every even month. This info is prominently displayed on page 2 and 3 of each issue. As I mentioned last year, free flight prints most of the info you need — you just have to read all the fine print occasionally to refresh your memory.

JURY FINALLY IN ON NATIONAL CONTEST

As nine protests arose out of the Day Six scoring and other matters, the final results of the contest have been in doubt since it concluded in July. Art Schubert, the contest director, has recently received the votes of the contest jury, modified the scores as required, and mailed the final information to all competitors as of 12 December. I'm sure he never expected to be working on a contest in December!

The controversial penalty applied on many pilots landing at Stratford airport was nullified, and all pilots got the same points scored for their class (see the contest story in 5/86 for details of the problem). As a result of this decision, Ulli Werneburg moved into second place, and he was the winner of the Silver medal and the MSC trophy as national champion in the 15m class. First place Tom Knauff of the USA won the 15m class Gold medal and Stan Janicek won the Bronze.

Significantly for Karl Doetsch, his penalty resulting from the contest organization losing his film was annulled. He, therefore, received 519 points rather than zero for Day Six, and moved from 14th to 6th place in the 15 m class.

MZ Supplies ad

U. Werneburg

Dave Puckrin

Nationals publicity chairman

The Edmonton Soaring Club will be the host club for the 1987 Canadian Soaring Championships. This article will introduce the club and other local destinations to the competition pilot and his family and crew, and to the pilots who would just like to fly in the mountains or across the prairies.

ESC owns a quarter section of land (160 acres) one mile north of Chipman, Alberta, which is 60 kilometres east of Edmonton in the middle of flat farm country. Thermals of over 1000 fpm to 12,000 plus are not uncommon in the spring; and the only 1000 kilometre distance flown in Canada started at Chipman. The club has a large hangar, and a new clubhouse with all the amenities, including showers, a bunkhouse, and a campground. The runway has recently been widened to 450 feet and is 3200 feet long. There are tie-downs for over 30 gliders and towplanes.

The club fleet consists of two 2-33s, and a 1-23, Blanik, ASW-15, Ogar, and Super Cub. These aircraft would be available for family flights to SAC members with suitable experience.

Edmonton is well known for having the world's largest mall, and the West Edmonton Mall is a place you must visit and be prepared to spend four or five hours in to see the facilities. The Rocky Mountains and Jasper, the Columbia Ice Fields, Mount Robson, and Radium Hot Springs all offer some spectacular scenery and are all within a five hour drive. Elk Island Provincial Park is fifteen kilometres from the field and has the largest herd of buffalo in Canada. Near Elk Island is the Ukrainian Village, which is a historical group of buildings set up as an old Ukrainian town site. There's a lot to see when you're not flying.

The contest will be run from 2-11 June, with the previous two days for practice. Up to 35 contest pilots will be accepted on a first come, first served basis, but with priority given to seeded pilots. Tie-downs will be allocated on a first come basis, so bring a tie-down kit just in case.

Dave Lacy is in charge of the organizing committee, and an information package will be available by mid-January. The committee is accepting applications from pilots now. The entry fee is \$150, which will include a complete kit of maps, function tickets/etc. Send completed applications to:

Edmonton Soaring Club
c/o 12644 126 Street
Edmonton, Alberta T5L 0X7
Tel: (403) 453-8073
FAX: 1-403-451-5065

The campsite will be available for campers, and we will bring in trailers for those who wish to rent. We do not know the cost of these yet, but would appreciate hearing from those pilots who are interested. There is limited accommodation in the area, so if you wish to have a hotel/motel room reserved, contact us well in advance with your charge card number firmly in hand.



Joe Somray

1987 NATIONALS PREVIEW

For the pilot that wants additional soaring excitement, the Invermere, BC flying week is being held the last week in May. Invermere features flying in a large mountain valley with strong thermal and ridge lift, and flights of 300 and 500 km are becoming standard.

The week following the Nationals will feature the Alberta Soaring Council's Cross-country Clinic and ESC Flying Week. This week is dedicated to cross-country training, and last year produced over 10,000 km of soaring.

The club is looking forward to an excellent competition with a good time for all, crew and visitors alike. Barbecues and large

Ukrainian feasts by the local town's people are not to be missed in the evening.

SCHEDULE OF EVENTS

May 23-31	Invermere Flying Week
May 31-June 1	Practice Days
June 2-11	National Contest
June 13-20	Flying Week & XC Clinic

PLACES OF INTEREST

Edmonton: West Edmonton Mall, Provincial Museum, Canada's Aviation Hall of Fame, Muttart Conservatory, Andrew Wolf Wine Cellars, John Janzen Nature Centre, Space Sciences Centre (IMAX theatre).

Jasper area: Mount Robson, Columbia Ice Fields, Radium Hot Springs, pack trips, white water rafting, and hiking trails. □

PERFORMANCE . . . PERSONALITY

resource management, while impatience was negatively correlated with performance and uncorrelated with resource management.

"It is gratifying to find personality to be a robust predictor of real world performance, given its rather tenuous place in the world of social psychology," Helmreich commented.

Helmreich also administered a 25-item cockpit management attitudes survey to 5000 pilots from airlines, the US Air Force, and general aviation. From this, he identified one group as high in resource management and the other as low, although both groups were extremely good at the technical aspects of flying — "guys who can fly the box the plane came in". They found 94 percent of the pilots were correctly classified for performance by their attitudes.

"There seems to be little doubt that, in the real world, attitudes and behaviour are clearly linked," said Helmreich. "A reassuring implication of these data is that since attitudes can be changed, training programs directed towards the modification of attitudes should be able to produce more positive attitudes, ... and more effective performance."

Several airlines, he noted, have instituted cockpit resource management training. He and others assessing these programs are seeing preliminary indications that such

training significantly changes attitudes, although it remains to be seen whether they will have lasting impact or improve performance.

There are a number of barriers to conducting such research in the field, Helmreich said. While airlines, pilots, and the Federal Aviation Administration embrace safety-related research, "there are diverse and powerful threats to personal and organizational well-being that impede full participation in the research," he said.

Pilots worry that data showing poor performance might get into the hands of management or the FAA and cause some to lose their jobs. The FAA believes any data showing poor performance should be used to eliminate risks. And airlines worry that they might be held liable if a pilot "from the lower end of the performance distribution" were involved in an accident.

To gather useful information, strong guarantees of the complete confidentiality of data must be provided by the investigator. In some cases, this means collecting the data anonymously; in others, de-identifying them after incorporation in the database; and almost always obtaining less data than required.

Helmreich pointed out that it is both challenging and rewarding to conduct research that might not only provide theoretical insights, but also prove directly and immediately beneficial in the real world. □

CLUB NEWS

IN MEMORIAM



The soaring fraternity lost a long time friend and devoted enthusiast with the death of Julien Audette on October 28, 1986, after a year-long battle with cancer.

Julien's interest in flying dates back to the war years in the RCAF when he served first as an instructor and then flew Dakotas in Southeast Asia. His interest in aviation continued after the war when he helped set up the Saskatchewan Air Ambulance Service. He moved on to other vocations in which flying served an integral part. He held management positions in several industrial and engineering firms and was manager of the Regina Flying Club for two years.

Although Julien was active in a wide range of community organizations, his greatest love was for the sport of soaring. He first became interested in

soaring after the National Meet in Swift Current in 1953 when he met two other enthusiasts, Max McConnell and Walt Fryers. Their association led to the formation of the Regina Gliding and Soaring Club in which Julien participated until his recent illness. Julien was active in all aspects of soaring, serving as SAC director for many years and as FAI Awards chairman for a number of years. He was an able competitor and earned the first Diamond badge in Canada. He was a believer in the potential of the Cowley wave and was a strong promoter of its exploitation. In 1961, he achieved a record altitude of 30,600 feet. Julien also held several other Canadian records in the sixties, including goal distance, goal and return, and a free distance flight of 375 miles beginning with a climb in the Cowley wave. Julien was the prime mover in organizing very successful western and national soaring meets in Regina in 1955, '59, '62, and 1966. He also found time to compete in several other meets in Canada and the States.

In recognition of "having contributed materially to the advancement of sporting aviation", in 1967 he was Canada's first recipient of the FAI Paul Tissandier Certificate of Honour, and in 1977 was inducted into the Saskatchewan Sports Hall of Fame. In all respects, he was a true devotee of the sport.

Julien continued to contribute in his home club in Regina for many years as an adviser, instructor, tow-pilot, president, director, and mostly as a valued friend. He will be sadly missed.

Harold Eley

Canada's first Diamond C badge in the early sixties. Following his last trips to the Cowley Soaring Camp, we had reminisced about those days and all the wonderful friendships which he had formed throughout the soaring fraternity in Canada. Julien was especially proud of Ursula's achievements, and his greatest wish was for her to attain her goal in "Cloverleaf, the modern sailplane of the mid-sixties".

Although Julien was unable to share the joy of her 600 km record, I am certain that he would have wished to celebrate it over a steak dinner. In his memory, the "standing offer of a steak dinner" still holds at this Audette household in St. Albert the next time Ursula is in the Edmonton area. Perhaps an old crew member for "the pilot who did it first" can share some of the joy of her achievements!

Sincerely,
Robert Audette

A SHORT HISTORY OF THE PACIFIC SOARING CENTRE

Why on earth would anyone start their own private gliding club? My own theory is that there are two types of glider pilots. Smart ones who do lots of flying, and dumb ones who do just about everything else but. I guess I don't have to tell you which category the author falls into. I'm not trying to take all the credit for starting Pacific Soaring Centre. I had plenty of help from my family and friends, (who shall remain nameless lest they be lumped unfairly into the second category of glider pilots along with myself). But I guess it was more or less my idea.

Pacific Soaring Centre is a new gliding club. It started operating in June, 1984. It is located at the Cassidy airport, a few miles south of Nanaimo, BC and about an hour and fifteen minutes drive north of Victoria on Vancouver Island. Or you could say that we're an hour and a half by boat (BC ferry) west of Vancouver because that is how some of our regular members get to us almost every weekend. We fly from the middle of March until the end of October each year.



Steve's pride and joy. It took a friend a week of "forced labour" to put the custom cloud scene on both sides of ACC's tail. If anyone damages the 2-22 now, he says his life won't be worth a plugged nickel!

We normally fly seven days a week. Our membership fee is thirty dollars annually or five dollars for a day's membership. Either type of membership gives you full coverage under our insurance policy which, from what I understand, is virtually identical to SAC insurance. Our tows are \$15 to 2000 feet. Our glider fleet consists of a good ol' Schweizer 2-22 and a Blanik. Our private owner members fleet consists of two Dusters, a Monerai, and a Nimbus II. Hopefully, there will be more soon. A season's pass is available to members for \$300. It covers all their sailplane rental for the year. We tow with a 150 HP Citabria.

Sure, it's a small fleet, but this is a young operation and it's got plenty going for it. At the end of 1986, we had 52 regular members on the list. About a dozen are students. We have eight towpilots with an average experience of 3000 tows each. Our instruc-

SHARING THE JOY

During the last week in October, my father lost his long battle with brain cancer. I was in Regina for his funeral and I happened to read Ursula Wiese's "The Dream is Real" in the 5/86 issue of **free flight**. Her kind words concerning Julien's soaring achievements deeply touched both my mother and I.

Expressing congratulations to Ursula hardly seems adequate for her outstanding achievement of becoming the first woman soaring pilot in Canada to earn her FAI Diamond badge. This achievement is even greater when one recognizes that she is the only other Canadian to parallel my father's achievements of 24 years ago and hence, to become the second Canadian soaring pilot to earn three diamonds while establishing three Canadian soaring records. I was my father's crew during his soaring career at the time when he earned

tors average 1100 glider flights each, and three have a background of instructing power flying.

We have a 45,000 square foot lease with a 10 x 58 mobile home clubhouse, complete with a large cedar deck. The clubhouse can accommodate seven guests overnight in reasonable comfort — a good thing too because we have great parties about every six weeks.

We enjoy a good relationship with the airport operator (the city of Nanaimo) and with our neighbours at the airport. The 300 foot grass infield that we use is west of the paved runway. We fly our circuit west of

the field, power traffic flies to the east. There is a Flight Service Station on the field and they do a great job letting people know where we are and what we're doing. We haven't had a complaint from any of the other operators on the field, probably because we invite their staff to our parties. Our membership pitches in with donations of everything from art work to electrical contracting and canned music to 400 square foot cedar porches. Pacific Soaring is a friendly place to be.

Each year, the club flies out to Princeton, BC (about 125 miles east of Nanaimo on the mainland). We give passenger rides to the locals for their "Princeton Racing Days" and

enjoy the super friendly hospitality of the town and the Air Cadet Gliding School (my old stomping ground). We then go to Penticton for a few days of the same again.

Flying away from our club means towing the Blanik with our Citabria. If we don't have 5000 feet to cross the Straight of Georgia, we don't go. Flying over or sometimes between the rocks requires good VFR weather early in the morning so there is little turbulence. We always leave a day early, sometimes two, before we have to be there.

Vancouver Island has great potential for cross-country soaring, just as it has great potential for crunching up sailplanes on outlandings. For those of you who haven't been here, it's rocky in some places and covered with trees (or stumps) in some places and that's most of the places around except Nanaimo and Victoria. Well, there are some others, but there are fewer airports and fields than in many places in Canada. In our first few years of operation, I have no real cross-country flights to report. The airport is about five miles from the coast. Ocean effect can sometimes spoil the lift near the airport, but conditions are usually good enough to stay aloft, and sometimes get quite good. It generally gets better as you get closer to the hills (about five miles west of the field).

Our plans for the future include the following:

- a bigger towplane, probably a Pawnee. If you know of one for sale, or if you want to buy a Citabria, let me know.
- a Schweizer 2-33.
- a single-seater.
- a summer youth camp.

Who knows what the future really holds. I'm having fun at Pacific Soaring Centre now and so are all of us who are involved. What else can I tell you except that you are welcome to fly with us or just drop in for a visit if you get out this way. In the meantime, happy landings to all.

Steve Paton
Pacific Soaring Centre

Bacardi ad

COULD YOU AFFORD IT?

"The primary objective of the SOSA Gliding Club is to provide safe aircraft for the members to fly ... at the lowest possible cost." So wrote John Kelly back in the mid 1960s when he was the president of the club. He was quite right, of course, and we forget that principle at our peril. What puzzles me is how ready we are to forget it.

A few days ago, I was asked if I didn't think most members would prefer to pay a couple of hundred dollars more each year and not have to do any work around the club. Last weekend, my opinion was invited on a scheme to hire a summer student to work 40 hours a week for 20 weeks at \$5 an hour. This person's job would be to drive the retrieve car whenever there was any gliding activity taking place and to spend the rest of the time cutting grass... Needless to say, I was not wildly enthusiastic about either suggestion. But what startled me into writing was that the first questioner is a member of the Board and the second is a member of the Planning committee. Is this the sort of thing those high profile committees have in mind for our club?

From time to time, Al Schreiter and Bob Carlson write articles promoting a different marketing approach for our sport. If we replace the club fleet with shiny new fibre-glass gliders and gussy up the gliderport so that it looks like a country club, we will soon be flooded with applications from yuppies attracted by all that ambiance. People like the ones who work in Bob Carlson's office. They, Bob reports in the 5/86 issue of **free flight**, think nothing of paying a \$3500 non-refundable initiation fee to join their favourite golf club.

I think Al and Bob are right. If we make the place more attractive and nobody has to do any work, we will attract a "better class" of member. There will be more Jaguars in the parking lot and fewer Fords — and no Ramblers at all. Because, of course, the poor people could no longer afford to fly at SOSA. But we shouldn't worry about that, Al Schreiter says, there are a lot of things poor people can't afford to do. Flying at SOSA will just be one more thing to add to the list. That's regrettable, Al concedes, but that's life. In fact, Al has said on several occasions that he is "sick and tired of listening to bleeding hearts" (I think he means me) "crying about the increasing cost of gliding". Fair enough. But Al and Bob and the other two members ... all have one thing in common — they all have a large disposable income. Larger, I suspect, than 90% of the other 136 flying members of SOSA. They will be able to afford the higher fees.

But will you? Well, surely, if it's only a couple of hundred dollars; and just picture yourself relaxing on the sundeck, a white jacketed bar steward hovering nearby in case you need another tall cold drink, while you watch the nubile nymphets frolicking in the swimming pool. Hoo boy! I'm not sure my old heart would stand it, but it would sure be fun to try.

But, all this for "an extra couple of hundred dollars a year?" It sounds too good to be

true, doesn't it? And, of course, it is. All that ambiance costs money. And all that help costs money. Lots of money. A few years ago, I got a small hint of just how much it costs to fly at a commercial gliderport. I overheard Sabrina Jakintel, at the Black Forest Gliderport, mention that her monthly bill ran anywhere from \$450 to \$500. That's over \$5000 a year folks. And there was no swimming pool and no bar steward — that was just for hangar rent, tow tickets, and oxygen refills. Can you afford to pay that kind of money to support your gliding habit?

But if there are more of us poor people than there are of those rich people, why are we letting them plan the affairs of the club in such a way that they will be able to fly here and we won't? Just because we're poor doesn't mean we're tongue-tied. Let's tell them we don't want that. Let's tell them we like John Kelly's philosophy of keeping the costs as low as possible consistent with safety.

Dixon More
from the SOSA News

1986 ONTARIO SOARING SOCIETY COMPETITION

Rideau Valley Soaring was the site of the 1986 OSS Regional Soaring Competition June 28 to July 1. What can be said other than through the hard work of a lot of people, cooperation from the weatherman and participation by a large number of pilots from all over, the contest was a resounding success. Having the luxurious Baxter Centre as a clubhouse for the weekend really added to the organization and to the comfort of all visiting pilots and crews.

There were 29 gliders (22 competition and seven Sports class) entered to fly in the four-day event which produced three contest days (not bad for this area and especially this season). The tasks for the Competition class were as follows:

Day 1: Arnprior, Smiths Falls 169.2 km
Day 2: No Contest
Day 3: Gananoque, Brockville 191.4 km
Day 4: Maxville, Morrisburg 152.8 km

This class was won by Karl Doetsch of the Gatineau Gliding Club, while the unflappable (Pilatus don't have flaps) Dave Frank won

THE PATH FORWARD — STEP 2

Bob Carlson
President, SAC

All of the expectations listed in the 6/86 issue of **free flight** have come to pass. A steering committee has been formed. It is comprised of Jack Humpheries of the Model Aeroplane Association of Canada (MAAC), Bob Clipsham of the RCFCA/Sport Aeroplane Association of Canada and me. The Sport Aeroplane Association is to be the sporting association for powered airplane clubs in Canada. It will be the FAI equivalent of SAC for powered flight.

The steering committee has met four times. What we have done is to come to know one another better, trade ideas on what we believe the Aero Club of Canada should do, invite participation from two insurance brokers, and work over thoroughly the proposed bylaw that will form the foundation of the ACC.

We met with the RCFCA board at its last meeting on 6 December 1986 and they approved the bylaw and its interpretation. Since there were revisions, it goes back to the RCFCA members for ratification in January, 1987. A two-thirds majority is required. Approval is expected. The request for issue of supplementary letters patent and the bylaw then go to Consumer and Corporate Affairs, probably at the end of January. The ACC should be able to operate by 1 May 1987. The first general meeting will be held in mid-May. Sooner, if possible.

In the meantime, we will interview the SAC short list to see if there is a suitable can-

didate for Executive Director of the ACC. We will probably appoint an Executive Secretary for SAC in the meantime. Transfer to the ACC is possible, but not necessary. Events and needs will determine. Actually, all this could change depending on what your board feels is appropriate. So treat what I have written about SAC as informed speculation.

While all this is going on, funds set aside by the RCFCA will cover the cost of their share of our Bank Street office. We (the steering committee) will determine what income will come from the one trust fund that is applicable to our activities. The second trust that I mentioned has special conditions that do not allow use to defray operating expenses of the ACC. My mistake. We do not know the status of the MoT grant. We'll see. Once we set up an operating budget, we'll be able to forecast costs and how best they can be discharged. There is lots of participation interest from the other airport associations. If the ACC looks attractive, I'm pretty sure they will join in. Parachuting is particularly interested because they have problems similar to ours. We are looking at joint publication of our magazines.

There is lots to do. We have kept the National Office operating on a shoestring with help from Jean, Beth McCollum, and Dorothy Drew. Only the essentials are being done. There is time and people for little else. As soon as we can we'll get things back to normal. □

the Sports class which had to set their own tasks under the Carl Herold handicapping system. The tasks for the three contest days for the Sports class were 100 km, 150 km, and 100 km.

Among the many who helped, the organizers would like to thank Glenn Lockhard, Robert Smolka, Dugald Stewart, and André Pilon for spending long hours on the tractor grooming the field; Christine Futter, Beth McCollum, and Christine Firth for working at the startgate as well as other duties; Wolfgang Thiele for photo developing; and Larry Hill for an excellent job on the weather briefings. Acknowledgements must go to our friends at Hawkesbury who provided a towplane, and to our friends at Pendleton who also provided a towplane and invaluable help on the ground. A special thanks must go to Mrs. Gormely who picked all those strawberries and made the barbecue such a success. In addition, Peter Kalab donated a piece of his own art work which will, in turn, be given to the OSS as a permanent trophy for the Sports class winner.

To those who hung on to the bitter end, Peter Whitworth treated a group to new altitudes to witness the Canada Day fireworks on Parliament Hill from the rooftop of a strategically located 27 storey building. This was followed by entertainment on the main drag in Hull, including a free beer.

All in all, it was an exhausting but rewarding experience. Being our first attempt at this sort of thing, we learned a lot, but based on comments from visiting pilots, things couldn't have gone much better.

Gary Paradis
RVSS

BVSS HAS GOOD SOARING DURING LOCAL TOURS

The Bulkley Valley Soaring Club made trips to Woodcock (near Terrace) and Houston last summer which were very successful. The Woodcock weekend featured strong thermals under fairly windy conditions. The Blanik was aerotowed from Smithers with an instructor and student sharing the flying. Some excitement occurred when the glider came adrift from the tow some distance from Woodcock and had to use ridge lift to reach the airstrip. CFI Paul Chalifour had to watch from the towplane as the Blanik slowly sank closer to the trees as it scraped towards safety.

During this weekend, two soaring flights were made on Seven Sisters Mountain, and the local power pilots were shown the capabilities of modern sailplanes when Paul won their spot landing contest, but was still embarrassed at missing the mark by twenty feet.

The demonstration trip to Houston included an incredible Sunday with exceptional wave soaring conditions, but the need to fly introductory rides prevented the participants from taking full advantage of the conditions.

from "BC Soaring News"

BLUENOSE NOTES

I remember our visit to Cowley two years ago very well. My slides raised much interest here. The New England wave camps are more problematical as their sites fall to the developer's shovel; also, the conditions they fly in can be quite dangerous due to the terrain and moist air. A group of three or four of us would be seriously interested in renting an aircraft between us either for the summer camp or in the fall. Would you ask around and see if anyone would be interested? All pilots would be Silver C or better, 500+ hours and current. *Is any glider owner out west interested in this offer; if so, contact free flight or Bluenose Soaring directly. Tony.*

BSC is more or less shut down for the winter except that we could use a K8 on the "local" ridge if the right weather turned up. We did 1500 launches, one Gold height, and not much else. Our glider utilization is down. The weather gets blamed, but I'm not at all sure that's the only problem — the standard flying day is hard work, dusty, fly-bitten, and boring.

I'm just back from a short visit to the UK. Visited the Midland Gliding Club at Long Mynd and went ridge soaring in a 40 knot westerly from a 400 foot winch launch. They regularly use a "light wire retrieve" system, getting a three minute turnaround on a single drum winch. A professional winch crew does 11,000 launches per year! Unfortunately, there were too few people at the field the day I was there to use the full rig, but I'm sure they are telling the truth. Also went to Old Sarum, near Salisbury (a regular winch operation) and Lasham — met the angel Gabriel — Derek Piggott teaching in power gliders. They use car tow, or a Super Cub (with 100 foot tow ropes!!!). Found their ASK-21 super (the three wheels are great on the ground), K-13 has good visibility, Grob Aero is twitchy in pitch. Interesting to see so much good gear, although still much wood, cloth, and steel tube about, even at Lasham.

No "too slow" signal is enforced on winch and auto-tow. This was a drawback at Old Sarum ... I learned just how slow a K-13 will fly on winch without falling out of the sky. Our people are taught to get off at less than 40 knots in our K7, but to signal above that, and our launch speed control is certainly better than some.

Regards and best wishes from Bluenose.

Dick Vine

WINNIPEG PROGRESSES

November 2 saw five flights which brought the end of the '86 season, bringing the year's total to 1488. Although this is still only about half the number of the heydays of the late '70s and early '80s, it is 200 more than 1985 and many more than we expected when the season started a month late. We had 35 good soaring days (20 in '85) and more badge flights. Cross-country is still lagging, but perhaps our priority to get a club single-seater will stimu-

late interest again. Student flying increased by about a hundred flights; but more important, most student pilots made good progress.

1986 was our third year operating from our new field at Starbuck, and it appears that this field is safer to operate from than was Pigeon Lake. In our last two years there (1982 and '83), we destroyed four aircraft and had about 20 incidents. In our last three years in our new location, none were destroyed, one was damaged in an off-field landing, and two were damaged due to wind. In 1986, there were only a few incidents, mainly caused by getting too low before circuit entry. We have no cause to become complacent, though the current roughness of runways could promote long-term damage, so they must be smoothed.

The number of our flying members was down about ten from last year. Of some concern is how little flying some of our members do. Fourteen of our members, including four of our instructors, had less than ten non-instructional flights last season.

BCSS BUYS A WINCH

At the BC Soaring Society AGM, following a discussion on the way the BCSS could assist new clubs to get started with their operations, the general membership passed a motion giving the Directors the authority to purchase a winch and a glider if such purchases could be within the resources of the society.

The proposal to purchase a training two-seat glider was found to be beyond our resources in both the long and short term. Insurance considerations alone make the purchase of a glider impractical unless a club can guarantee a minimum annual usage on a continuing basis sufficient to cover such costs.

The proposal to obtain a winch for lease to member clubs was pursued further. A disused winch was available in the Vancouver area at a low price, and it has since been inspected and purchased for the society.

The winch is in need of restoration and overhaul to working condition, but is basically a good foundation on which to start. As Paul Chalifour expressed interest in testing out a winch in the Smithers area, it has been offered to the Smithers gliding club for the time being. The terms of the lease will be that, for a nominal annual fee, the BVSC will be given the use of the winch which they will have to put in working order with their labour. As repayment for the work provided, the BVSC will have the winch allocated to them for a minimum of three years (subject to them using it) and will be given reasonable notice of its withdrawal. It is intended that the winch will enable BVSC to assist new clubs in the area by having a "loaner" winch to get things going and also enable BVSC to provide groups with launch equipment for camps and demonstration tours.

from "BC Soaring News"

CANADIAN ADVANCED SOARING GROUP

What will we be doing?

Ulli Werneburg
Chairman, CASG

At this year's Canadian Nationals, a pilot's organization was formed by a unanimous vote of the attending pilots — the Canadian Advanced Soaring Group (CASG). In brief, the aims and goals of the group are as follows:

- To promote cross-country flying in Canada,
- To encourage competition flying at the local, regional, and national levels in Canada,
- To promote Canada's participation in international competitions and World Championships.

The basic role of the group is to foster the cross-country and competitive aspects of our sport in Canada, and membership has grown to 45 as of November '86. Its purpose is not to compete with SAC in those areas, but rather to complement SAC's efforts and to provide a new focus for Canadian soaring pilots in the achievement of the goals stated above.

The group intends to improve communications among competition and other advanced pilots by issuing a regular newsletter which will contain information about the latest developments in the competition and cross-country scene and also serve as a forum for the discussion of matters of importance. Two of these newsletters have already been issued and there will be a minimum of four per year.

Other projects will include the holding of cross-country seminars and clinics wherever a need for them exists. The first CASG cross-country seminar will be held in Hawkesbury, Ontario for pilots in the Ottawa/Montreal area. The CASG hopes to develop a format and program which could be used anywhere in Canada. Following the seminar will be a cross-country clinic in eastern Canada. The western cross-country clinic is already well-developed and will receive full support from CASG.

Another project is the production of a detailed contest guide which can be used by contest organizers at the local, provincial, and national level to help them prepare for such contests. It will contain information about all the usual requirements for the holding of a successful contest (sorry, we won't do anything about weather).

For the support of the national team, CASG has decided to organize and fund Canadian team T-shirt and golf shirt sales. The T-shirts are white and feature the familiar Jim Carpenter winged maple leaf design with a new double blue colour. The golf shirts are also white with a small version of the design on the pocket. Both items look really spiffy and are being sold at \$15 and \$25 respectively. All profits will go to the team. With the first printing of 150 T-shirts we should raise well over \$1000 for the team.

CASG members have also organized raffles for club memberships at various clubs with the proceeds going to the team. In addition, members have been busy raising funds from private sources. Bob Gairns and Robert DiPietro of the Montreal Soaring Council have been especially successful in this, having raised \$3,000 for the team as early as November, 1986.

Membership to the Canadian Advanced Soaring Group costs \$20 per annum. Anyone contributing more will have this credited to future years' membership.

Anyone wishing to join should send the membership fee to the treasurer:

Nick Bonnière
45 Carmichael Court
Kanata, Ontario K2K 1K1

Other officers of CASG are:

Ulli Werneburg — Chairman
1450 Goth Avenue
Gloucester, Ontario K1T 1E4

Elisabeth McCollum — Secretary
Box 259, R.R. 3
Manotick, Ontario KOA 2N0

The steering committee for the group is made up of those names above as well as:

Bob Di Pietro MSC
Wilf Krueger SOSA
Mike Apps ESC
Hal Werneburg Cu Nim

COMING EVENTS

Jan 14, **Glider Pilot Ground School**, 10 weeks, each Wednesday, 7-10 pm, Bathurst Heights Secondary School, Toronto. Registration details (416) 789-0551. Course instructor, Paul Moggach, (416) 656-4282.

Mar 13-15, **SAC AGM**, Montreal, Delta Hotel. Reservation details/cost on page 18.

June 2-11, **Canadian National Gliding Championships**, all classes, Chipman, Alberta. Hosted by Edmonton Soaring Club, sponsored by the Alberta Soaring Council with a grant from Alberta Recreation and Parks. Details to follow. Al Sunley (403) 464-7948.

SAC DIRECTORS & OFFICERS

PRESIDENT & DIRECTOR-AT-LARGE

Bob Carlson (1986)
57 Anglesey Boulevard
Islington, ON M9A 3B6
(416) 239-4735 (H)
(416) 365-3558 (B)

VICE-PRESIDENT & PACIFIC ZONE

Harald Tilgner (1986)
90 Warrick Street
Coquitlam, BC V3K 5L4
(604) 521-4321 (H)
(604) 263-3630 (VSA)

ALBERTA ZONE

Al Sunley (1986)
1003 Keith Road
Sherwood Pk, AB T8A 1G2
(403) 464-7948 (H)
(403) 453-8330 (B)

PRAIRIE ZONE

Jerry Dixon (1986)
Box 124
Sintaluta, SK S0G 4N0
(306) 727-4917 (H)

EXEC SECRETARY

position
currently
vacant

ONTARIO ZONE

Dixon More (1985)
27 Roslin Ave South
Waterloo, ON N2L 2G7
(519) 886-2424 (H)

QUEBEC ZONE

Alex Krieger (1985)
1450 Oak Avenue
Sillery, PQ G1T 1Z9
(418) 681-3638 (H)
(418) 656-2207 (B)

MARITIME ZONE

Gordon Waugh (1985)
5546 Sentinel Square
Halifax, NS B3K 4A9
(902) 455-4045 (B)

DIRECTOR-AT-LARGE

Gordon Bruce (1985)
154 Shannon Park
Beaconsfield, PQ H9W 2B8
(514) 697-1442 (H) (H)

TREASURER

Jim McCollum
Box 259, R.R. 3
Manotick, ON KOA 2N0
(613) 692-2227

COMMITTEES

AIRSPACE

Dave Tustin
581 Lodge Avenue
Winnipeg, MB R3J 0S7

FLIGHT TRAINING & SAFETY

Ian Oldaker
135 Mountainview Road N
Georgetown, ON L7G 3P8
Mbrs: G. Eckschmidt
John Firth
Denis Gauvin
Alex Krieger
Chris Purcell
Manfred Radium
Ed Sliwinski
Al Sunley

FREE FLIGHT

Tony Burton
Box 1916
Claresholm, AB T0L 0T0
COURIER ADDRESS
Claresholm Local Press

FINANCIAL

Gordon Bruce
Bob Carlson
Jim McCollum

HISTORICAL

Christine Firth
542 Coronation Avenue
Ottawa, ON K1G 0M4

INSURANCE

Bryce Stout
2244 Belfast Crescent
Mississauga, ON L5K 1N9
Mbr: Al Schreiter

MEDICAL

Dr. Peter Perry
64 Blair Road
Cambridge, ON N1S 2J1

METEOROLOGY

position
currently
vacant

PUBLICITY

position
currently
vacant

SPORTING

Jim Oke
551 Bruce Avenue
Winnipeg, MB R3J 0W3
Mbrs: Robert DiPietro
Wilf Krueger
Al Sunley
Hal Werneburg
Ulli Werneburg

• FAI AWARDS

Boris Karpoff
14 Elmwood Avenue
Senneville, PQ H9X 1T4

• FAI RECORDS

Russ Flint
96 Harvard Avenue
Winnipeg, MB R3M 0K4

STATISTICIAN

Dennis Miller
108 Midcrest Cres. SE
Calgary, AB T2X 1B5

TECHNICAL

George Adams
12 Hiawatha Parkway
Mississauga, ON L5G 3R8

TROPHIES & CLAIMS

George Dunbar
1419 Chardie Place SW
Calgary, AB T2V 2T7

WORLD CONTEST

Al Schreiter
3298 Lone Feather Cres.
Mississauga ON L4Y3G5

FAI BADGES

Boris Karpoff
14 Elmwood Avenue
Senneville, PQ H9X 1T4 (514) 457-9707

The following badges and badge legs were recorded in the Canadian Soaring register during the period October 1, 1986 to November 31, 1987.

DIAMOND BADGE

70 Peter Timm Vancouver

GOLD BADGE

228 Albert Scott COSA
229 Thomas Foote Bluenose
230 Lester Oilund Grande Prairie

SILVER BADGE

741 John Towers Edmonton
742 Paul Anderson COSA
743 Thomas Schollie Edmonton

DIAMOND DISTANCE

Peter Timm Vancouver 504.2 km Jantar Std. Ephrata, WA

DIAMOND GOAL

Albert Scott COSA 309.0 km Skylark 4 Chemong, ON
Ian Grant SOSA 306.0 km Club Libelle Rockton, ON
James Feyerer Edmonton 302.5 km Jantar Std. Invermere, BC

GOLD DISTANCE

Albert Scott COSA 309.0 km Skylark 4 Chemong, ON
Ian Grant SOSA 306.0 km Club Libelle Rockton, ON
James Feyerer Edmonton 302.5 km Jantar Std. Invermere, BC

GOLD ALTITUDE

Thomas Foote Bluenose 4313 m Open Cirrus Warren, VT
Lester Oilund Grande Prairie 4090 m Phoebus C Cowley, AB

SILVER DISTANCE

Robert Sturgess Blue Thermal 58.0 km Blanik Chipman, AB
Paul Anderson COSA 63.8 km Jantar Std. Chemong, ON
James Feyerer Edmonton 302.5 km Jantar Std. Invermere, BC
Thomas Schollie Edmonton 83.8 km ASW-15 Chipman, AB

SILVER ALTITUDE

Robert Sturgess Blue Thermal 1700 m Blanik Chipman, AB
Kenneth Brewster COSA 1067 m M-100S Chemong, ON
Stephen Johnson Vancouver 1676 m Blanik Hope, BC
Thomas Schollie Edmonton 1220 m ASW-15 Chipman, AB

SILVER DURATION

Pamela Theilmann Bonnechere 5:26 Skylark 4 Deep River, ON
Robert Nancarrow Erin 5:23 Puchacz Grand Valley, ON
John Towers Edmonton 5:26 Jantar Std. Chipman, AB
Robert Fear Air Sailing 5:17 ASK-13 Belwood, ON
Sheran Jankowski York 5:20 Blanik Arthur, ON
Kenneth Brewster COSA 5:06 M-100S Chemong, ON
Lloyd Davies Winnipeg 5:19 1-26 Starbuck, MB
Jacques Boily Quebec 5:05 Pilatus B4 St. Raymond, PQ
Stephen Johnson Vancouver 5:46 Blanik Hope, BC
Thomas Schollie Edmonton 5:20 ASW-15 Cowley, AB

C BADGES

Pauline Mallan	Erin	1:22	1-26	Grand Valley, ON
Joe Paumard	Windsor	1:10	K8	Dresden, ON
Leili Pedo	York	1:08	1-26	Arthur, ON
Robert Fear	Air Sailing	5:17	ASK-13	Belwood, ON
John Mitchel	Rideau	1:13	1-26	Kars, ON
Lloyd Davies	Winnipeg	5:19	1-26	Starbuck, MB
Paul Cheverie	Winnipeg	2:08	2-33	Starbuck, MB
Mark Brown	Winnipeg	1:23	Bergfalke II	Starbuck, MB
Raymond Richard	Regina	1:38	2-33	Strawberry L, SK
Jean-Louis Labarre	Quebec	1:57	1-26	St. Raymond, PQ
Jacques Boily	Quebec	5:05	Pilatus B4	St. Raymond, PQ
Guy Dusault	Quebec	1:23	2-33	St. Raymond, PQ
Chris Herten	SOSA	1:21	1-26	Rockton, ON
Frederick Dimm	Bulkley Valley	1:04	Blanik	Smithers, BC
Robin McNamara	Grande Prairie	1:12	Blanik	Grande Prairie, AB

SIGNIFICANT FLIGHT

240 km, 29 August, Paul Chalifour, B4. To Burns Lake, BC and return to Smithers. The longest flight from Smithers to date, further extending the club explorations of this mountainous area of northern BC.



Yes granny, I know you knew I really wanted a hot glider for Christmas — and I suppose that wool and starch is technically a composite material — and it really does look great — but what happens if it rains??

Campbell

Printer ad
Ottawa