



Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

February 1968

EDITORIAL...

The main purpose of this issue is to present the AGENDA for our Annual Meeting. Newer members of the Association often wonder about the precise function of S.A.C. It's importance as the overall body co-ordinating the soaring movement in Canada should be emphasized frequently. Attendance at the A.G.M. is generally confined to those who have been in the soaring movement for a number of years. This is a pity, for it is a meeting for every member who is able to attend. It is an occasion when a member can get to know at first hand what is going on across the country, and at which he or she can give a personal contribution. See you there !

NOTICE OF 1968 ANNUAL GENERAL MEETING

The Twenty-Third Annual General Meeting of your Association will be held at the Holiday Inn, at the foot of Princess Street, Kingston, Ontario, on SATURDAY, MARCH 16TH. The meeting will start at 10:00 A.M. Elsewhere in this issue you will find the complete Agenda. Come and voice your views, or send your Club and/or Zone Representative armed with your wishes, opinions and votes.

The Dinner and Awarding of Trophies will be held at the Holiday Inn at 7:30 p.m., after a Happy Hour has been enjoyed, starting at 6:30 p.m., at the same location. For those who will be arriving on Friday evening, the President's Suite, at the Inn will be available as a meeting place where friendships, discussions and arguments may be renewed.

NOMINATION OF TWO DIRECTORS-AT-LARGE

Again this year, when the mail vote has been completed and the 4 Zone Directors have been elected, there will be an opportunity, at the AGM, for the members present and their proxies, to elect two Directors-at-Large. Keep this in mind, and nominate someone, from any Zone, with enthusiasm, ability and time available to contribute to the Association. The seventh directorship will be held by Walter Piercy, who was President through 1967.

Mail nominations for the two Directors-at-Large to our Secretary, D. Parsey, 84 Russell Avenue, Ottawa 2, Ontario, before March 8th. The signatures of five current S.A.C. members are required for a mail nomination, together with the consenting signature of the nominee.

We, the undersigned members of S.A.C. hereby nominate -

_____ of _____

as a candidate for election to the Board of Directors of the Association.

Signed _____ Signed _____ Club _____

Signed _____ Signed _____

Signed _____

Candidate's consenting signature _____

PROXIES

A Club which is unable to have a representative present at the AGM will lose its voting rights unless the Club appoints a proxy. Written notice of proxy appointments, signed by the Club President, should be mailed to our Secretary in time for the meeting. Notices of proxy appointments may also be brought to the A.G.M. by the proxy representative.

VOTING POWER OF CLUBS AND INDIVIDUALS

Each Club has votes related to the number of members it had at December 31, 1967. During the mail voting for Zone Directors, each Club was advised of its voting strength. These votes will be used for all voting at the AGM. The basis for the compilation of the number of votes is, as follows:

Clubs	20 votes each
Club (Affiliated Membership)	1 vote
Married Couple Membership	1 vote
Individual Membership	1 vote
Junior & Associate Membership	No votes

TROPHY AWARDS AT A.G.M.

Roden Trophy:

This Trophy is awarded annually to the Club with the best utilization of its equipment for the year. The formula gives all Clubs, large and small, a chance to win. Will all Clubs, which have not already done so, please submit their annual statistics, flights, hours, miles, for both Club and Private aircraft; Number of Club and Private aircraft; Launch method, to George Ryning, 2116-6 Street NE, Calgary, Alberta.

Canadair and B.A.I.C. Trophies:

The Canadair Trophy is awarded to the pilot accumulating the highest points for his 5 best flights in 1967, and the B.A.I.C. Trophy is for the best flight of the year. Points for these two Trophies are based upon the following:-

Free Distance	Miles X 1.0
Distance to Goal	Miles X 1.25
Distance to Goal & Return	Miles X 1.5
Triangles	Miles X 1.5
Altitude Gain	Feet divided by 150.0

NOTE: All flights must originate in Canada

Will all pilots, who have made good flights in 1967, please submit the information to George Ryning, address as above.

Shell Trophy:

This Trophy is awarded annually to the winner of the Canadian National Championships, and will be presented to C. M. Yeates, the 1967 winner.

Ball and Chain Trophy:

This will be presented for 1967 achievement in Soaring Flight by a pilot who is married.

Instructor's Award:

This will be presented to the Instructor who has contributed most to the Canadian Soaring Movement during 1967.

AGENDA ITEMS FOR A.G.M.

It is planned that the following Motions will be brought up at the A.G.M.:-

1. "It is moved that the only flights that will be considered for scoring for the Canadair and B.A.I.C. Trophies will be those flights of which full details were submitted to S.A.C. within fourteen days of completion."

This would mean that S.A.C. can be in a position to publish details of any good flights in 'Free Flight'. In this way, all pilots will know about good flights, and what they have to beat.

2. "It is moved that Commercial Gliding Schools be accepted as Corporate Members of the Soaring Association of Canada, by the payment of an annual fee of \$25.00 each. By the payment of this annual fee, the School will receive one annual subscription to 'Soaring' magazine, and it will allow the enrollment of one Official Observer in the Association (the O.O. is, however, required to have a copy of F.A.I. Sporting Code, Gliders, at a cost of \$1.50).

If a current student of a Commercial School, or a member of the staff, has the need for the services of the Association, such as F.A.I. Awards, 'Soaring', etc., he may become an S.A.C. member, with the same annual fee (\$10.00), as a present Club-Affiliated member. If a student has graduated from the Commercial School, and requires the services of the Association, he will need to belong to a nearby Club to join the Association as a Club-Affiliated member, or he may join as an Individual member (\$12.50)."

3. "It is moved that the A and B Badges be re-instated, and the requirements for the A, B and C Badges be, as follows:-

- I - A Badge to be awarded upon completion of initial solo flight.
- II - B Badge to be awarded upon demonstration of soaring ability, by either,
 - (a) Solo flight of at least 5 minutes duration above point of release or starting point (low point after release), or
 - (b) 30 minutes solo duration after release from 2000 ft. tow, or, if higher tow is made, 15 minutes additional time from time of release for each 1000 ft. of tow above 2000 ft.
- III - C Badge to be awarded upon completion of the following 3 requirements:
 1. Two hours minimum solo time.
 2. Demonstration of soaring ability, by either,
 - (a) Solo flight of at least 30 minutes duration above point of release or starting point (low point after release), or,
 - (b) One hour solo duration after release from 2000 ft. tow, or, if higher tow is made, 15 minutes additional time from time of release for each 1000 ft. of tow above 2000 ft.
 3. Demonstration of at least one 2-seater landing in a field away from home base, which field is to be designated from the air, by the Instructor, who is with the pilot during the flight."

4. "It is moved that an S.A.C. subsidy of a maximum of \$350.00 be granted to help the Second Annual S.A.C. Instructor's School, in 1968. The subsidy will be used mainly to help provide 2-seater air time and rental of tape recorder for air exercises."
5. "It is moved that Proposals by Clubs to host the Canadian National Championships be accepted at the Annual General Meeting for the following, rather than the current, year."
6. "It is moved that the annual bank interest on current S.A.C. funds, up to a maximum of \$300.00 annually, be set aside annually to help provide equipment for the pilots of the Canadian International Team."

F. A. I. AWARDS

C Badge:

J. R. Pollock	Blanik	Cowley, Alta.	E.S.C.
W. Werneberg	1-19	Rockton, Ont.	SOSA
Donna Koehler	Ka-7	Saskatoon, Sask.	S.S.C.

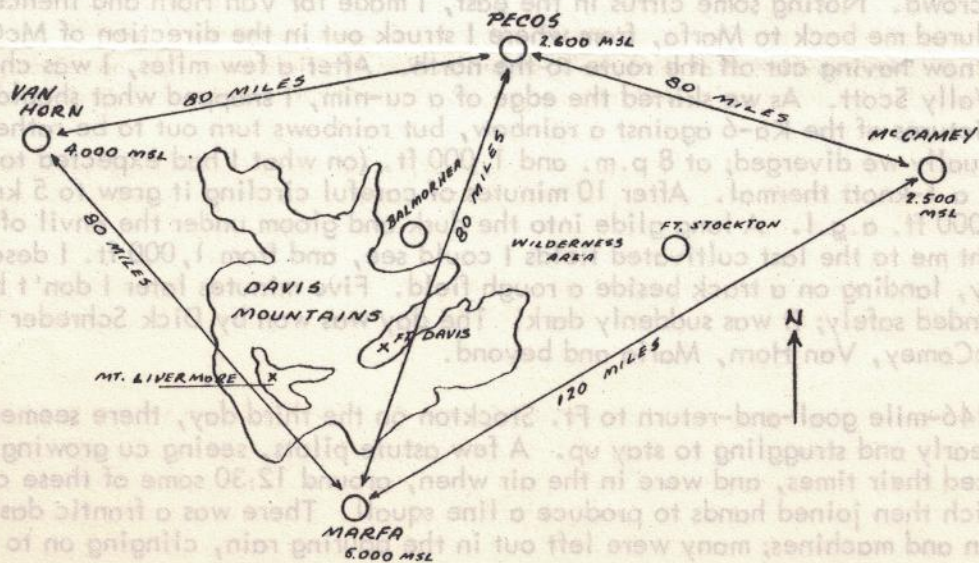
Diamond Altitude:

J. R. Pollock	Blanik	Cowley, Alta.	E.S.C.
Roy E. Olsen	Blanik	Cowley, Alta.	E.S.C.

MARFA - 1967

The 34th USA contest attracted the biggest array of high-performance gliders yet assembled in one place, together with most of the top USA pilots and some foreign visitors. Some familiar faces were missing, including Dean Svec and Hans Grosse and his AS-12. All the same, the appearance of two BS-1's, Phoebus 17, HP-11 to 14, Libelles in quantity, various Austrias and two Diamants, not to mention most of the Sisus, was impressive enough.

A tentative plan of mine to arrive by air in the best possible manner was foiled when we found every soaring aficionado in Odessa was already at Marfa, so no tow. Frustration was further increased on arrival at Marfa at 4 p.m. under a superb sky, when we found the fuselage loose in the trailer, with the front mounts of the folded tail torn out. That this mishap did not ground me for several days, I have to thank Dick Schreder, already adviser to several repairers of damaged gliders. He inspected the damage, suggested the remedies and later, seeing I was quite inept at the work, volunteered to come at 6 a.m. next day to help. By about 10 a.m. we, or rather he, had the job done, and I was able to fly with the 80 or so other competitors on a practice out-and-return task to Van Horn.



The previous week of rain had left the ground very moist, and the task was further complicated by cu-nims generated by Mt. Livermore. This latter was a recurrent factor during the contest. Even so, the task was easy by English standards, and nearly everyone got round. (The AS-12 was still suffering from a buckled drag spar attachment after encountering a cactus.)

Convection cycles differ somewhat from my experiences elsewhere, due in part to the mountains and clear air, and longer than at more northerly latitudes. The latter produces considerable nocturnal cooling and hence a deep low-level inversion and late start to convection, and the former trigger cu-nims even in the morning, while sunlit slopes give lift till late evening.

These factors made tactics for speed tasks difficult; a late start and one might have to divert for thunderstorms; while an early start meant poor thermals for a while. If one believed the met. man, there was some uncertainty about being able to stay up before noon, so even on distance days one started late, but when one had learned that sunlit slopes really do work late in the evening, it was possible to fly till dusk, with some risk to ship and limbs on landing.

First contest day. A triangle Marfa - Van Horn - Pecos (240 miles). A gasp of surprise escaped as this was announced. Most of us were not yet attuned to the idea of this magnitude of task. After the usual formalities and a forecast of good soaring, we moved out to the take-off line, where about a dozen Cessnas and Pipers were waiting to go. Line-up was four abreast, with consecutive take-offs. The whole operation was very good, especially as many of the pilots were new to towing.

After starting, most of us headed for the edge of a cu-nim over Mt. Livermore, climbed to cloud-base and ran along the western edge, trying to stay away from rain and lightning. After this interesting start I met Dick Schreder and we both headed for a vast wall of dust rising to the N.E. It seemed possible to run along it to the turning point. Lift was there all right, but the dust reached the turn before I did, and after climbing to cloudbase (gyros were banned) and running around the turn it was evident that all was dead behind it. Some pressed out on course and landed fairly soon. Most of us elected to return down the first leg trying to go through the middle of the triangle. No one succeeded. Only Stuhr (BS-1) and A. J. Smith (Sisu) got round at 40 and 35 m.p.h.; the rest of the scores were indicative to a large extent of the time of departure. Some of the early ones went quite a long way.

The first every American trial of the new "Prescribed Area Distance" task, variously known as Round Robin or Cat's Cradle, came on the second day. Some experienced pilots decided to go first to McCamey, in order to have the last part of the day among the mountains. Other merely followed the crowd. Noting some cirrus in the east, I made for Van Horn and thence to Pecos. Good streets lured me back to Marfa, from where I struck out in the direction of McCamey, thunderstorms now having cut off the route to the north. After a few miles, I was cheered to find myself with Wally Scott. As we skirted the edge of a cu-nim, I snapped what should have been spectacular pictures of the Ka-6 against a rainbow, but rainbows turn out to be rather unphotogenic. Eventually we diverged; at 8 p.m. and 1,000 ft. (on what I had expected to be final glide) I found a 1-knot thermal. After 10 minutes of careful circling it grew to 5 knots and carried me to 7,000 ft. a.g.l. A long glide into the dusk and gloom under the anvil of a giant cu-nim brought me to the last cultivated fields I could see, and from 1,000 ft. I descended to a safe, if bumpy, landing on a track beside a rough field. Five minutes later I don't believe I could have landed safely; it was suddenly dark! The day was won by Dick Schreder with 444 miles, via McCamey, Van Horn, Marfa and beyond.

With a short 146-mile goal-and-return to Ft. Stockton on the third day, there seemed little point in taking off early and struggling to stay up. A few astute pilots, seeing cu growing unexpectedly early, advanced their times, and were in the air when, around 12:30 some of these cu grew to cu-nims, which then joined hands to produce a line squall. There was a frantic dash to the hangar by men and machines; many were left out in the pouring rain, clinging on to their

machines. Nothing was damaged but several came close to it, like the gentleman who sat in his Dart facing into wind with someone holding down the tail! A brief tornado funnel was seen miles away; John Ryan, 1T, who was flying in the vicinity of this, was flipped on his back. Claybourn thereafter referred to him as One Tornado. Excitement over, launching was resumed and the rest of us set off about the time Moffat arrived back. The going was easy, but not fast, as far as the turning point; thereafter, blue thermals made the return difficult. It paid to stay in company. My personal distaste for crowds led me to press ahead, whereupon I spent a very uncomfortable half-hour at less than 1,000 ft. over completely uninhabited and unimproved terrain for as far as could be seen. A weak thermal lifted me over a mesa with jagged cliffs which I worked to the last drop, and set off in the direction of home arriving back a good half-hour after the gaggle I had deserted. Twenty-three pilots finished; among the notables who did not were Bill Ivans, Al Parker, Graham Thompson and John Ryan. Sadly, the AS-12 was completely wrecked when the drag chute failed.

The same task was set again the next day; no complications this time, except that I was having unexpected trouble with Total Energy on the PZL vario, and heard other people had the same thing. Eventually I tumbled to the fact that this was an altitude error, and made an attempt to adjust the compensator. (At 10,000 ft. the vario is only 2/3 compensated if the system was correct at sea level.) Still, George Moffat, who had worse troubles, didn't seem to be unduly hampered. After the turn I tried to run a line of cu-nims to the South, of course, but got stuck in a dead patch again; 45 m.p.h. was good only for 33rd place. Nearly everyone made it, with Smith first at 61.2 m.p.h.

9th July - Area Distance again. Same weather; take-off around 11:30, struggle towards the hills where the first cu-nims were brewing, gaggles everywhere. Followed George Moffat as he pressed on, but in a short struggling time I was well below him. Those I had passed earlier streamed overhead. Got going again, contacted cu-nim, climbed rapidly to cloudbase, and set off east at 100 m.p.h. A few seconds later Dick Johnson flashed by, going the other way! (never did find out why.)

By this time most crews, including mine, were pretty fed up with driving 200-300 miles around inside the "Area" in temperatures of over 90°F, only to have their pilot land at or near home. My crew and several others elected to go through the mountains as far as Balmorhea, where there was a large swimming pool and other attractions. The poor radio reception peculiar to this spot merely encouraged them in the philosophy that "no news is good news". So it was from about this time until 7 p.m. that many were out of touch. The mutual rejoicing when contact was re-established was amusing in its way, until one wanted to get a message through.

Nearly all of us followed the good cu to Van Horn and thence to Pecos or McCamey. I struggled back to Pecos around 7:30 p.m. guesstimated the turn panel in the shadow and slid on into the Davis mountains hoping for one last climb.

I followed the road on final glide, still hoping with some relief I found a level field beside the road in the middle of the mountains, near Fort Davis; 360 miles in about nine hours. Rudy Allemann did 472 to win in his Libelle, going all around the big triangle, and thence to Pecos and beyond.

With improving weather, the Pecos - Ft. Stockton Triangle seemed a nice-sized task, 201.5 miles. I hung around waiting for top people to leave; I was going with them. Some started, I followed, rejected a couple of thermals, got low and struggled. Back for another start. Sky empty, everyone gone. Still I pushed around at a goodish speed, and got home in good order. Disgust! 53.8 m.p.h. was good only for 27th place. Moffat won at 68.3 m.p.h.

Dave Owens, weather man, promised Texan style thermals for the 270 miles McCamey-Pecos Triangle. This seemed to call for water in all those plastic tubes hurriedly stuffed in the wings before the contest. Other crews were seen carrying bags of sand and fools, etc.

Weather according to plan; take-off at 5,000 ft. MSL and 90°F with all that water. Reluctant crew depart for swimming pool. Everyone goes like hell and I am pleased to be catching Dick Johnson. After Ft. Stockton no clouds for miles and miles. Thermals small and elusive. Wish I could dump water. Creep past Pecos not expecting to get home. Hear others on final glide. Press on nervously into Davis Mountains again; relief, sunlit slope works. Mesmerised, I climb back to 14,000 ft. MSL. Calculate glide and go in at 100 m.p.h. An average of 40 m.p.h. ensured me a completely undistinguished placing.

The groans which greeting the announcement of Free Distance subsided when the weather was explained; a low to the north with a cold front and thunderstorms to be pretty well everywhere by late afternoon. My take-off was 12.11, before thermals were forecast to start. Busy with preparations for a long retrieve, we scarcely noticed wisps of cu starting early. By the time we were in line, a solid band had formed overhead and experienced, alert pilots like Moffat, Schreder and Ryan had jumped to the head of the queue, causing chaos in the process, were off and away. I released in 4 knots which soon grew to 8 knots. Cancelling plans based on the forecast, I followed the cu north to Van Horn; some went N.W. up the Mexican border, other N.E. in Texas. All in all, it was much the way Free Distance days always seem to turn out; straightforward and better than expected, over country which was rough and uninhabited, but not terrifying seen from 10 to 12,000 ft. A breathtaking scramble up and over Guadalupe Peak, 8,700 ft. jagged and torn like the thermals it produced. On and on past Roswell, New Mexico, and the 10,000 ft. Capitan Mountains by 5:00 p.m. Thunderstorms were growing in an arc from W. to N.E. making for a gap in the Manzano range, I climbed to cloudbase and slipped through between two storms, 500 ft. above the saddle in the ridge. Turning north again, I headed for Albuquerque, seemingly just out of reach. Sink subsided to zero; a careful circle; sink again, press on, 55 knots max. L/D. An airfield appeared with B-52's, Phantoms, etc., scattered around. Not for me. From 1,200 ft. a.g.l. a long nervous glide carried me another eight miles with 50 ft. to spare to a small commercial airport just north of Albuquerque, 370 miles from home. Meanwhile, up in the air, everyone else was having thunderstorm problems too. Bikle, indulging in his favourite rough-country flying, made 444 miles to Globe, Arizona, Schreder, ahead of everyone to the E.N.E., picked up a squall line and ran along it somewhat across course for two hours at over 100 m.p.h. and landed 460 miles out, at Kenton, Oklahoma. Others landed in New Mexico and Texas.

True to tradition, next day, the retrieve for about 400 miles was under as superb a sky as any glider pilot could ever wish to see. When will they ever learn?

FINAL RESULTS (Leading Scores)		
Smith, A. J.	Sisu	7425
Schreder	HP-14	6929
Johnson	HP-13	6774
Moffat	Diamant	6578
Greene	Libelle	6477
Lindner (Ger.)	Phoebus	6447

A. J. Smith held the lead all the way through the Contest

After these impressive tests of high-performance pilots and gliders, one should be able to draw some meaningful conclusions. These are my personal ones: There are far more really good pilots around now than when I flew at Adrian two years ago. Some names come to the top wherever the contest is held, though it was an enormous help to have flown in such tough country before. Talks with George Moffat afterwards revealed he was pressing on below 2,000 ft. in search of good lift. This takes courage and faith, besides first-class ability.

As we have come to expect, the organisation was excellent; the new turning-point panels (trimcated pyramids, with 1, 2, 3, or 4 black circles), invented by Paul Bikle, were fine when evenly illuminated, but were difficult to see in the evening sun. Surely photographs involve less trouble for everyone; and was Area Distance not meant to replace Free Distance if possible?

Many were looking for a walkover by the super ships, two BS-1's and an AS-12; it did not happen. They appear very demanding aircraft to fly; Stuhr confirms this. The rough Texas thermals just did not suit them any more than the rough country. The performance of the top ten ships in my estimation and experience is very close. My HP-11 is on a par with the Austria SH; in this contest it was slightly outclassed by the HP-14 and 13, Sisus, Diamant, Libelle and Phoebus 17 as observed from the cockpit. I flew the Phoebus 17 and the Diamant; both are pleasant to fly, but I preferred the Phoebus. It appeared to climb and glide very slightly better than the Libelle I chased around. In the Diamant I had no trouble outclimbing Moffat flying my HP-11, and the glide up to 90 M.p.h. was equal or better. There is no spare room in the cockpit, and the complexities of gear, flaps, brakes (very powerful and tend to jam) and the supine position put it well out of the novice class. The ventilation in both gliders was disappointingly primitive and noisy. All in all, it seems that, except for a few star pilots, we will all need a lot of time in these new ships to get the best out of them; the AS-12 and the BS-1 are certainly no exceptions.

- John Firth -

FOR SALE

L Spatz 55 — 1965 Model, Serial No. 778. Instrumentation includes: Electric Turn and Bank, PZL Sensitive Airspeed, PZL Sensitive Total Energy Vario, Cook Electric Total Energy Vario, Sensitive Altimeter, etc. Complete with trailer. Price \$3,500.00 or best offer. Operating with SOSA. Contact D. A. Brown, 11 Norbury Crescent, Scarborough, Ontario.

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

Pratt-Read — components for Pratt-Read; control surfaces and one wing, overhauled and recovered; other wing and tail cone rebuilt, require fabric. What offers? Contact Gatineau Gliding Club, Box 883, Station "B", Ottawa, Ontario.

BG-12 B — Zero time; excellent finish with nylon and poly-urethane, fully finished cockpit. Flight permit issued. Must sell to obtain Schweizer aircraft for dealership and school. Price \$3,500.00. Contact Pioneer Soaring, R.R. 2, Tottenham, Ontario. Tel. 416-936-4367.

Baby Grunau — with parachute, instruments and barograph. Wings need recovering. Contact Paul Sutton, Winnipeg Gliding Club, Box 1255, Winnipeg 1, Man.

Cinema II — contact Dave Tustin, Winnipeg Gliding Club, address above.

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

HP 11 A — CF-RNN, wings filled and smoothed. Aircraft generally in excellent condition. 2nd placings in 1966 and 1967 Canadian Nationals. Must sell to take delivery of new machine for Internationals in Poland. Price \$5,200.00 USF, or near offer. Instruments and covered aluminum trailer available at a price extra. Contact Dave Webb or Gordon Hicks at 239 Cedar Avenue, Rosemere, P.Q. Tel. 514-625-1738.

Schweizer 1-34 — Wait until you see the new Schweizer 1-34; lifetime all metal construction with excellent performance and typical Schweizer low depreciation make it the most practical sailplane for Canadian conditions. See us at the A.G.M. at Kingston for more details. Valley Sailplanes, R.R. 1, Manotick, Ontario. Tel. 613-692-3622.

- Bob Cairns, Editor -

- John Firth -

FOR SALE

1965 Model, Serial No. 778. Instrumentation includes: Electric Turn and Bank, PZL Sensitive Airspeed, PZL Sensitive Total Energy Vario, Cook Electric Total Energy Vario, Sensitive Altimeter, etc. Complete with trailer. Price \$3,500.00 or best offer. Operating with 502A. Contact D. A. Brown, 11 Nobury Crescent, Scarborough, Ontario.

Kit built 1965. Excellent condition, complete with tarpaulin cover. Licensed until July, 1968. Price, without instruments, \$2,000.00. Contact J. Mondak, 3320 Beaulieu, Montreal, P.Q. Tel. 514-256-2125.

1965-1966 — components for front-rod; control surfaces and one wing, overhauled and recovered; other wing and tail cone rebuilt, repolished fabric. What offers? Contact Göttinger Gliding Club, Box 883, Station "B", Ottawa, Ontario.

5G-12 B — Zero time; excellent finish with nylon and poly-urethane, fully finished cockpit. Flight permit issued. Must sell to obtain Schweizer aircraft for dealership and school. Price \$3,500.00. Contact Pioneer Soaring, R.R. 2, Tottenham, Ontario. Tel. 416-938-4367.

Baby Gumbo — with parachute, instruments and paraglider. Wings need recovering. Contact Paul Sutton, Winnipeg Gliding Club, Box 1255, Winnipeg 1, Man.

A G E N D A

SOARING ASSOCIATION OF CANADA ANNUAL GENERAL MEETING

HOLIDAY INN, KINGSTON, ONTARIO, MARCH 16, 1968

- 10:00 a.m. - Registration - Fee \$1.00 per person
- 10:30 a.m. - Introduction of those attending
- 10:45 a.m. - Agreement on voting power of clubs, and proxies
- 11:00 a.m. - Minutes of 1967 A.G.M., by the Secretary
- 11:15 a.m. - COMMITTEE REPORTS
- | | |
|--------------------|------------------|
| Treasurer | D. T. Wood |
| Secretary | D. Parsey |
| Statistics | G. Rynning |
| Contest | W. J. Mix |
| F.A.I. Awards | J. N. Dyck |
| Technical | J. W. Ames |
| Accidents | A.N. LeCheminant |
| Instructors | W. J. Piercy |
| Air Cadet Liaison | A.N. LeCheminant |
| Official Observers | J. F. Soulsby |
| Radio | J. Firth |
| Free Flight | R. C. Gairns |
| Meteorology | J. D. McCormick |
- 12:45 p.m. - Luncheon
- 14:00 p.m. - President's Report
- 14:15 p.m. - The Membership will be brought up-to-date, and discussions will take place, and/or Motions, on the following items:-
1. Air Cadet League and training of Air Cadets
 2. Additional Member-Clubs of the Association
 3. 1968 Canadian National Soaring Contest
 4. 1969 Canadian National Soaring Contest
 5. Physical Fitness and Amateur Sport
 6. Canadian and Provincial Aviation Councils
 7. Scoring for Canadair and B.A.I.C. Trophies
 8. Commercial Schools as Corporate Members
 9. Re-instatement and Requirements for A, B and C Badges
 10. Second Annual Instructors' School
 11. D.O.T. Regulations regarding Instructor Categories
 12. International Team and Draw of Tickets for Team Fund
- 17:15 p.m. - Other proposals and discussion
- 17:45 p.m. - Election of 2 Directors-at-large
- 18:00 p.m. - Election of President and Vice-President by the 7 Directors
- 18:30 p.m. - Happy Hour
- 19:30 p.m. - Dinner and Awarding of Trophies

