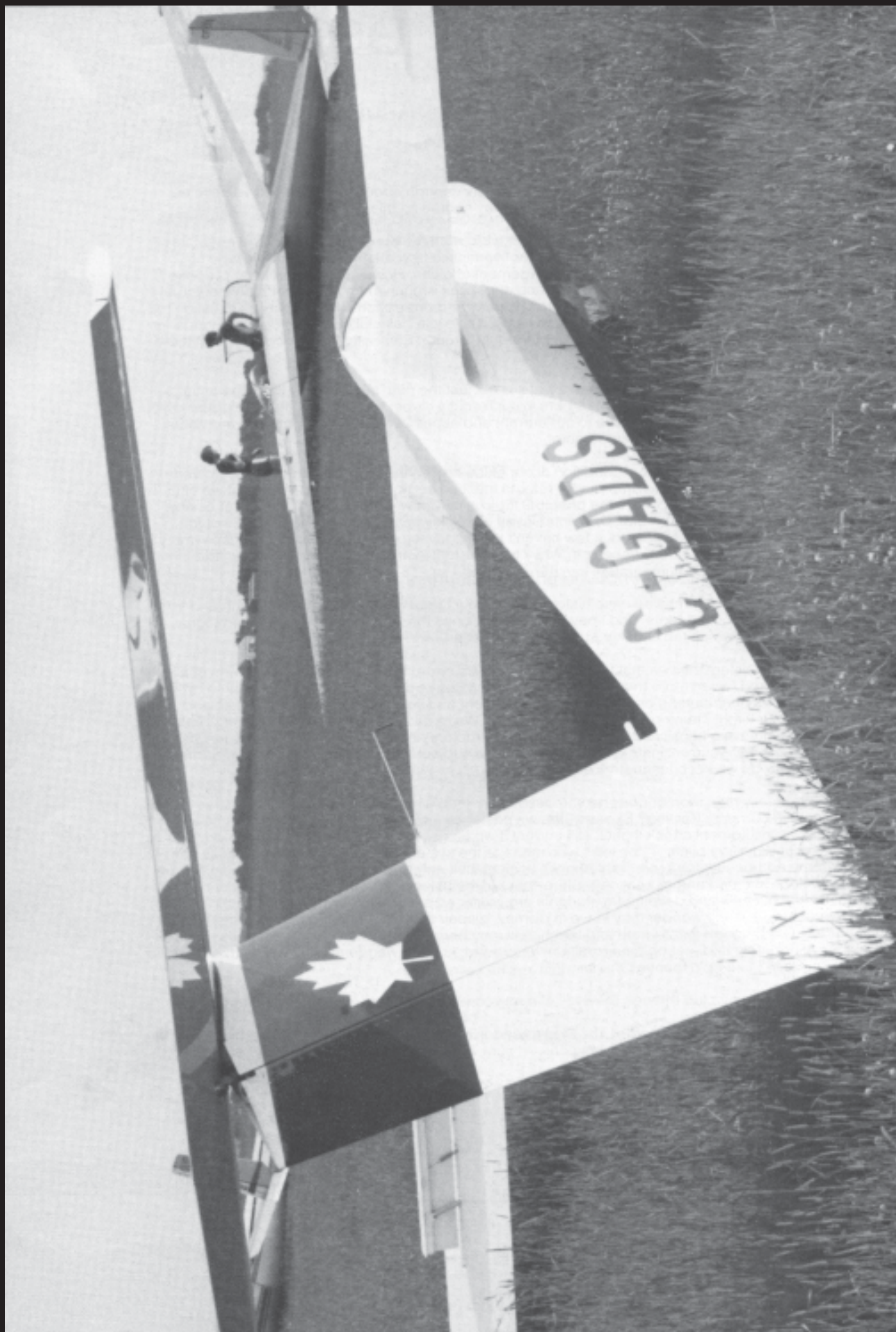


free flight • vol libre

4/85
Jul-Aug



Musings

Recently I was pleased to find that my employer felt strongly enough about our perceived value to our customers that I and many others were sent on a three day course on this subject.

A few issues back I mused a bit on value and I'm pleased to read the current debate, in and out of **free flight**, on costs and fees and how they affect our attractiveness to new members. I think this type of debate is essential to effective operation and management of clubs. However, I would like to propose that, in my view, the perceived value of club fees and expenses is often more important than the actual level. How else, for example, can otherwise astute business and professional folks justify an initiation fee of \$21,000 to join a golf club in Arizona, even larger amounts to join golf clubs in Palm Beach, Florida, or small but still significant amounts to join clubs in Montreal, Toronto, Edmonton, or Vancouver. And there are waiting lists.

Aside from a love of golf I would like to suggest that it is not just the real, but is mostly the substantial perceived value that attracts and keeps members in such costly clubs. I would also like to suggest to you that until we as clubs or a sport offer value to our current and especially our new or potential members, we will always have a problem with membership.

I've written about the way the physical condition of our clubs can enhance value. There is one powerful aspect that I feel needs much more emphasis. I refer to the kind and quality of instruction that we offer. I have participated in discussions where the principal topic is why new members just disappear or why semi-trained students never return after the winter layoff. Certainly some know that soaring is not for them, some move, some are just scared, a few haven't the money to continue but some (perhaps many I fear) leave because they are simply ticked off. Why? Inconsistent instruction and I suspect, to add insult to injury, inconsistent treatment/integration into the club.

How do I know? I don't have detailed case histories really, but I read as much as I can, I watch and listen and talk to instructors and students, and I pay a lot of attention to the proceedings of the international coaching conferences which Ian Oldaker attends on our behalf.

One of the most consistent themes that I hear is that a well-trained pilot is the result of the efforts of a well-trained instructor; and, when more than one instructor is involved, consistency. This is, of course, why your SAC board has been putting emphasis, encouragement and your money into the activities and publications of your Flight Training and Safety Committee. We're convinced that, to train and encourage new pilots, we must have a consistent high standard of instructors and instruction and what is just as important, we must have current instructors. This leads to a subject that I do not think we have addressed adequately — how do we keep instructors current?

Is any instructor really any good or does he/she deserve to keep a rating if he/she does not instruct often and participate in currency training? Similarly, are we pilots, especially those of us who do not have at least annual club equipment check flights, still current if we do not have periodic retraining? It puzzles me why airline and military pilots — the folks who manage the systems in the sophisticated heavy iron — need, welcome, and benefit from recurrent checks (look at their safety records), while we who fly aircraft that are very sophisticated aerodynamically often sneer at the value of currency checks (look at our safety record). If our new and developing students are confused and frustrated by inconsistent and non-current instructors, is it any wonder they leave in dismay, despair and disgust? And if, to add insult to injury, there isn't a program to integrate and teach new members about the club culture and the techniques of handling and caring for aircraft on the ground, is it any wonder they leave, or that we have lots of hangar rash? Example teaches much.

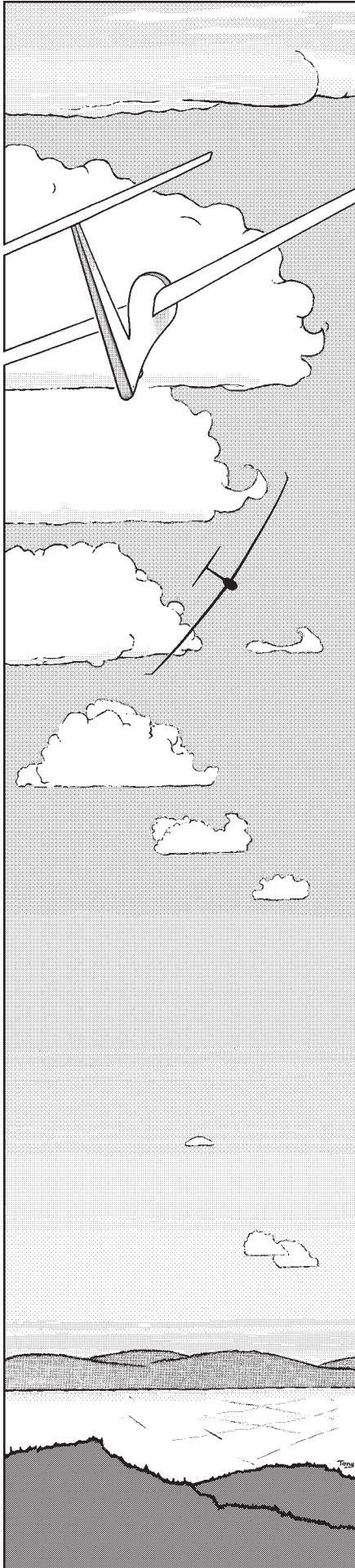
A final word. Look at your club through the eyes of a newcomer. It can be a revealing experience.

Fly often, fly well and above all fly safely. The May tornados in Ontario missed every gliding club. York had two, each within a mile. For that I am thankful — I sure wish the crocodiles had passed SOSA by, they didn't and we lost two aircraft.



"We have seen others swallowed by crocodiles,
and we have learned from their mistakes."

...the late King Sobhuza II of Swaziland



free flight • vol libre

Trademark pending • Marque de commerce en instance

4/85 Jul-Aug

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

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-
- 2 The death of enthusiasm....editorial
Tony Burton
 - 4 Sleep late, drink long
Seth Schlifer
 - 6 The gigantic mini-contest
Denis Gauvin and Alex Krieger
 - 7 Low loss instructing — the environment
Tony Hayes
 - 10 That elusive five hours
Albert Seaman
 - 12 Publicity for clubs
Joe Somfay

DEPARTMENTS

- 3 Opinions — a quick winch design, the power of advertising, foul-ups bleeps & blunders
- 13 Safety — inspecting the towpilot, emergency procedures, avoiding collision, changing tow procedures
- 14 Hangar Flying — French records in S. Africa, contest letter registry, the Alcor flies at Claresholm, 85/86 Canadian team, O & R over the Andes, high flying birds
- 16 Club News
- 17 Executive director's desk
- 22 FAI badges

cover

A serene summer day at York's field. Photo by Seth Schlifer.

THE DEATH OF ENTHUSIASM

Tony Burton

Early on in my gliding career, the first sense I had of post-solo "dullness" was of being bored stiff driving a 1-26 around the sky over the Gatineau Gliding Club. It was so easy, my thermalling skills were falling apart and I could feel it. At that time I made a conscious decision to abandon the 1-26 for good and fly the club K-7 which I always found difficult to coordinate — but I needed the challenge to keep the edge on my enthusiasm for gliding. The greatest boost to my early soaring experience came when the CFI took me on a two-hour 90 km cross-country flight to MSC and back. I've always remembered that first feeling of being away from homebase, of being part of an adventure, while having the psychological and practical benefit of an expert behind me to tell me to go faster, or get me re-centred in a square thermal. My greatest early soaring disappointment came out of failing to finish my first long cross-country goal flight because no "expert" had told me about final glides, and that it was really possible to glide 40 km back to an airfield you can't see, it's so far away. As a result, even though I had an easy glide home, I landed 10 km short by wandering around looking for that one last evening thermal — being told during the evening "post-mortem" that I could have got back really hurt!

All this preamble is a way of saying that one cannot stand still in most human endeavours, and this is certainly true of the sport of soaring. If you are not actively progressing, you are decaying, by whatever standard you may choose to set for yourself. Is it a fact of club life that the pilots who stagnate after attaining their licence inevitably drop out of the sport? The club racks up one more soul to its sad membership turnover statistics, and all the volunteer effort of the instructors has gone for nought. Obviously, it is not in a club's best interest for this to happen.

I think there is no question that one of the main areas where many of the clubs fall down is in having no *active* post-licence program of training for the new pilots. Let's look at one of them for a moment:

- This pilot has only proven to the CFI's satisfaction that he can take-off, glide down through the air with some control, and demonstrate sufficient circuit judgement to land the trainer without incident.
- It is entirely possible that he has not experienced a good thermal climb in training. This pilot knows little or nothing about soaring (which is after all, what this sport is all about), but is in the full flush of a personal triumph — there is still a certain mystique to piloting an aircraft in these blasé times.
- This pilot will now discover that to a large degree he has been abandoned by the club training system and must pick up on the soaring training more or less on his own. Maybe he can and maybe he can't. This pilot will find he has almost no *objective* club standards against which to compare his subsequent flying, he will not be particularly encouraged to excel, and will fly a single seater with such a lousy vario he could never tell if his thermalling is luck or skill anyway.
- This pilot's enthusiasm will deaden and he will quit in about one more year.

Apart from the old regular – the absolutely hottest candidate for long term club membership is our post-solo student with that flush of success. Now what simple, positive things can a club do to keep that person hooked on soaring?

- Start by keeping the attitude right, telling him that the new skills are only the *beginning* of soaring training.
- Publish a long list of specific intermediate and advanced gliding and soaring techniques, procedures and skills that the pilot will be given every opportunity to practise and demonstrate in subsequent flights. Allow the pilot to proceed at his own pace, but monitor and *actively* support this continuing progress.
- Ensure that the club solo ships have decent, working, well-compensated variometers in them, complete with speed ring. How else is the pilot to practise efficient flying or know if he is progressing in his soaring abilities?
- Give the pilot dual cross-country flights. It only has to be between 1–2 hours long and be about 20-30 km away, but it has the enormous value of literally broadening his horizons, of being the first "safe" experience of soaring out of sight of home, of showing thermals exist out there, and of wonderfully concentrating one's attention on soaring skills, and of going somewhere besides up and down like a yo-yo.
- Try the positive feedback inherent in the team approach to progress, with a small group of 3-4 pilots sharing early soaring training experiences, competitions like spot landings, organizing local flights or club events, sharing crewing between them for the 50 km, keeping the trailer ready, etc.

Does your club have a few solo pilots who don't show up at the field much any more? You better find out exactly why. If it's because they are bored with flying, it says much more about the club operation than their state of mind! A growing program of post-solo training has positive effects which will ripple throughout the club, from increased "perceived value" which Bob mentions in his Musings, to a *lowered* workload for instructors, to safer pilots. Don't let enthusiasm die. □



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 ACC delegates to SAC the supervision of FAI related soaring activities such as competition sanctions, issuing FAI badges, record attempts, and the selection of a Canadian team for the biennial World soaring championships.

free flight is the Association's official journal.

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

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

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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.

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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.

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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.

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le 5 de chaque deux mois

5

OPINIONS

THE POWER OF ADVERTISING

The sale of my K-7 attracted a great deal more interest than I had expected it would. I wish I could say that **free flight** sold the aircraft (and it might have in time), but my SOARING ad got faster results.

There was one serious inquiry from Grande Prairie, Alberta, from an engineer who fixes aircraft (whatever they are called these days, I seem to recall they were called A & E but that was a while ago). There was a nibble from the Province of Quebec, and another from Edmonton ... the Edmonton chap came down for a look.

There were five inquiries from the United States of which four were serious. Two were from Virginia, one was an airline pilot, near Buffalo, NY. He was in the midst of building a "Windrose" but wanted a family aircraft. One was from a chap from Washington (the state of) although he was working in Foster City, California, (read San Francisco). The last one was from Seattle — he seemed to be the least likely of the American prospects. All the Americans phoned and as a result of the first phone call I inspected the glider carefully and made up a report of its aches and pains, complete with sketch and photographs of the machine before repairs.

The airline pilot, the Texan and the New Yorker send option money. The Texan's arrived first and subsequently he arrived first with a pocket full of US \$100 bills after a straight-through drive of some 40 hours. He started off from Texas with his son and a friend, phoning every three hours the first day. It just so happened that I was in Edmonton with my family that weekend and didn't arrive home until about three hours before the Texan called from a local coffee shop — once he had a whole day invested in driving and telephoning he wasn't about to return. Luckily, I had insisted on driving through the night to get home that Monday morning (or I would have missed him)...

With the exchange rate the way it is, there is an advantage in selling in the US.

Ken McGurk
Pincher Creek, Alta.

FOUL-UPS, BLEEPS & BLUNDERS

Just a short note to thank you for including my "One Man Fly-In Breakfast" in the 1/85 **free flight**. That particular story, although written several years ago concerning a self-inflicted blunder which occurred in 1979, brought back a few memories of not too long ago. Since that time in 1979, I've learned quite a few valuable lessons.

Enough has been learned so that I have since been able to avoid such elementary blunders, and get down to some of the more intricate goof-ups which I sometimes work myself into, and fortunately, out of again! Reading the "One Man Fly-In Breakfast" again has prompted me to write another story concerning my most serious foul-up to date. It relates the events of a flight during the 82 Nationals which served to teach me a lesson the hard way, and which also served as a turning point for me in my soaring education....

Seth Schlifer

Seth's story is overleaf.

THE 60% FASTER WINCH

May I forward to Eric Durance and Fritz Schreiner my many thanks for the splendid article and the excellent drawings on the winch used at the Windsor Soaring Club. I fully appreciate the fine work that went into the Windsor Winch. Yet in case the amount of work and expertise may appear a bit daunting to some people thinking of building a winch, let me suggest a concept that should reduce the workload over the building of traditional winches by about 60%. The following is a concept, not detailed directions; nevertheless, follow me through:

- Build the fairlead, guillotine, drum, and guide tube as suggested in Eric's article. If you need additional details, ask the people at Windsor, or us at Bluenose.
- Now the easy part: buy a truck with a 1-ton chassis, a 350 cu-in engine or larger, and an automatic transmission. It does not need to be new, but should be capable of many years of roadworthy service.
- Buy a rear axle that is compatible with the drive shaft of the truck or can easily be modified to suit. Weld the spider gears to convert it to a right-angled drive. Mount this on the truck so that the drum, when attached, will clear the vehicle sides (barely), and so this drum-axle can be driven by the drive shaft of the truck. You may have to modify a frame cross-member to allow this.
- Mount a spare rim on the other end of the drum-axle. Set up a simple lever brake that would press a wooden shoe against the rim to act as a retrieve brake. A simple notch-rack built just behind the cab will allow the winch driver to set the necessary tension.
- Mount the guillotine and fairlead to the front bumper supports. Attach the guide-tube to the cab side (running board) supports.

continued on page 17

SLEEP LATE DRINK LONG

Seth Schlifer
York Soaring

There is much to be found in soaring literature concerning the weather knowledge, tactics and the skills which are required to excel in competition, but very little mention of the stamina required if one is to fly well, day after day. Although I knew that the effects of fatigue and/or dehydration do take their toll on a pilot's ability, I never realized before just how debilitating the effects were, or how insidiously these effects take hold. However, on Day 3 of the 1982 Canadian Soaring Championships I would have the chance to gain first-hand experience...

I would be competing on a strictly shoestring budget. I had no retrieve car, relying instead on the generosity of several friends who agreed to crew as their schedules permitted. A small "three man" nylon tent would serve as home and I was able to borrow the lovely lightweight parachute which several of us purchased for use during acrobatic training. Unfortunately, I came down with a summer cold about a week before the event and when the cold disappeared, a very mild case of asthma remained in its place. I was only bothered noticeably when doing physical work, and I decided that it would have no effect during the flying. Damp nights in the tent would make sleep difficult however.

I went into the competition, which was to be my first, with no delusions of grandeur. I would do my best of course, and I figured on finishing about third or fourth from the bottom of the 15m class.

Day One saw me plodding along steadily in 2 knots until the sun was so low that a landing could not be avoided. I had covered more than three-quarters of the 340 km course and (including the airborne time spent before starting) had been in the air for five and three-quarter hours which seemed much longer. So far I was right on schedule by placing 14th of 17 competitors that day. The crew arrived around 9 o'clock, and it was close to midnight before we got back to Rockton. Some time was spent trying to repair a gear door which had torn off, but we gave up around 2 am to get some much-needed sleep.

On Day Two, a combination of contest excitement and the asthma which flared up a bit due to the dampness of tenting saw to it that I got very little sleep before awakening at 6 am in order to breakfast and rig the ship before the pilot meeting. The weather conditions prompted me to go through the

start gate as soon as it was opened for business. The first leg south toward Lake Erie was alright, but playing gambler on the second leg, I flew in very weak "sea breeze" lift instead of backtracking to the boisterous lift encountered several miles north. This led to an eventual outlanding after much struggling down low with the strong wind drifting me the wrong way. At least I got back to the airfield at a decent hour this time!

Some sour weather gave us a couple of rest days, and I for one was thankful. The mild asthma held on however, and when the action continued I was still not feeling quite up to par.

Day Three: although the weather had improved enough to call a Day Three, the soaring conditions were really quite feeble. The air was practically isothermal with a thick haze and an airflow from the south again. The 15 metre task was shortened from a longish triangle to a more modest out-and-return of 171 km to Mt. Forest in the north. A few minutes prior to commencing the launchings, I walked over to the ballast filling tanks near the hangars in order to soak my head and my T-shirt. Anything to keep cool in this damned muggy weather!!

I was forced to drop my water ballast several minutes after release and even then found myself having to return to the field for a relight. It was a half an hour or so until I received my second launch and I joined a mixed class gaggle a mile or so downwind of the field. Fifty feet per minute was about the going rate. The longer we ground around in circles, the further north we drifted, away from the start gate, now just disappearing in the haze about 3 miles upwind. In the same direction could be seen the effect of the lake air drifting inland as the sky became suddenly blue at the borderline of the two air masses. This prompted me to make a break for the start gate, and by the time I penetrated back to the field I was left with only 2200 feet agl. Turning back to the same thermal after wafting through the gate, I caught sight of one of the 15m ships tossing in the towel for the day by heading in to land. I must admit that with the heat in the cockpit and the dreadful conditions, I felt in much the same frame of mind. Eight miles on course, I was down to circuit height with a field picked out before I found a workable thermal.

Topping out at 3000 averaging 50 fpm, I made for Guelph, hoping for something stronger cooking up from all that concrete. All my detour rewarded me with was ten minutes of little more than zero sink followed by a gradual increase to about 100 fpm which I took to cloudbase, which was now about 3400 agl.

Deciding to celebrate with a nice drink of water, I suddenly discovered that my thermos had somehow spilled all its contents. The water had drained down into the nether regions of the fuselage somewhere and as a result I didn't even receive the cool comfort of a wet backside. As I have mentioned, the air was nearly isothermal, so even at altitude it was pretty hot in the cockpit. At cloudbase the cockpit temp-

erature gauge showed 30°C, and the sweat rolled down my forehead, stinging my eyes occasionally.

Leaving Guelph behind and zig-zagging from cloud to cloud through the haze eventually brought me just south of Arthur, five miles east of my home base of York Soaring. It was then that I heard the first yelpings for retrieve crews on the radio. Believe me, the thought of my home airfield complete with shower and my bunk for a rest almost tempted me down also! This was a competition however, and I had resolved to do my personal best, so shaking that notion from my thoughts I went back to work. Fortunately, I was now flying over very familiar turf and knew the rest of the way to Mt. Forest by heart. I tucked the map away and welcomed the chance to relax my navigation through the haze and simply concentrate on the flying. It was simply a matter of following Highway 6 northwest out of Arthur and straight to the turnpoint. Any child could do it. Unrealized by me, I had a physiological problem on my hands which was becoming more serious as the flight progressed. The result was that instead of following Hwy 6, I took the road running straight north. I had flown to and from Mt. Forest several times in the past and knew the area well but today was different...

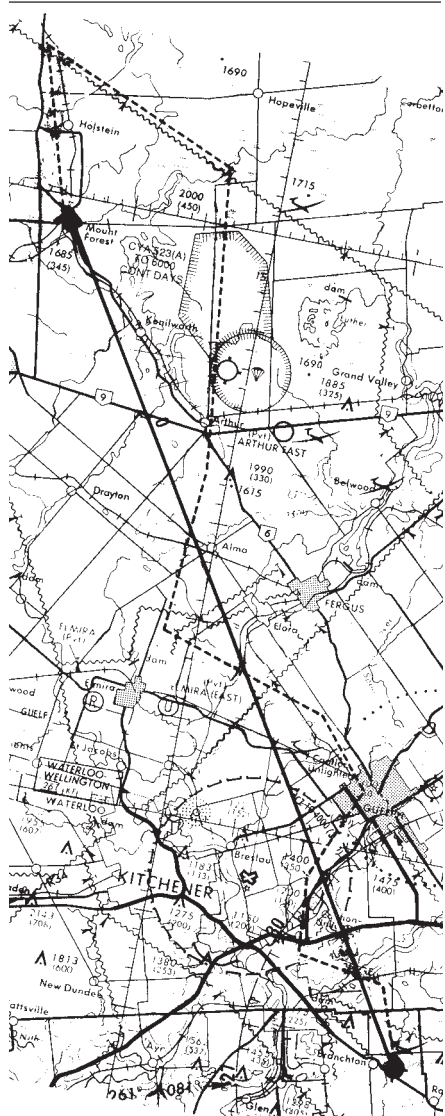
I really didn't remember anything from a couple of kilometres south of Arthur until reaching the transmission line towers where they cross the South Saugean River — 27 km worth of scraping that I can't remember at all! At this point I could figure out my location. I figured that Mt. Forest was about 15 km west of me and a bit to the south. You would think that having reasoned that out, I would head straight west and then follow the highway south a bit to find Mt. Forest through the haze. Instead, I chose to stick close to the hydro line and followed it northeastward to Hwy 6 and then south to the turnpoint. This meant covering over 40 km rather than the shorter route of 15 km. Again, I really can't remember much except for leaving one last anaemic cloud and setting off into the blue to Mt. Forest, now an 18 km glide south-west into the light headwind. About this time I heard two more pilots reporting imminent outlandings just a few miles short of completing the task. I could not understand how they had done so well, given the conditions. My 40 km detour and late start didn't help of course.

I reached the turnpoint without further use of lift and arrived at about 1100 feet. I had no time to find the proper intersection to be photographed, and so I simply lowered the wing a bit and took a sort of wide angle picture which included most of the town and hoped that it would suffice.

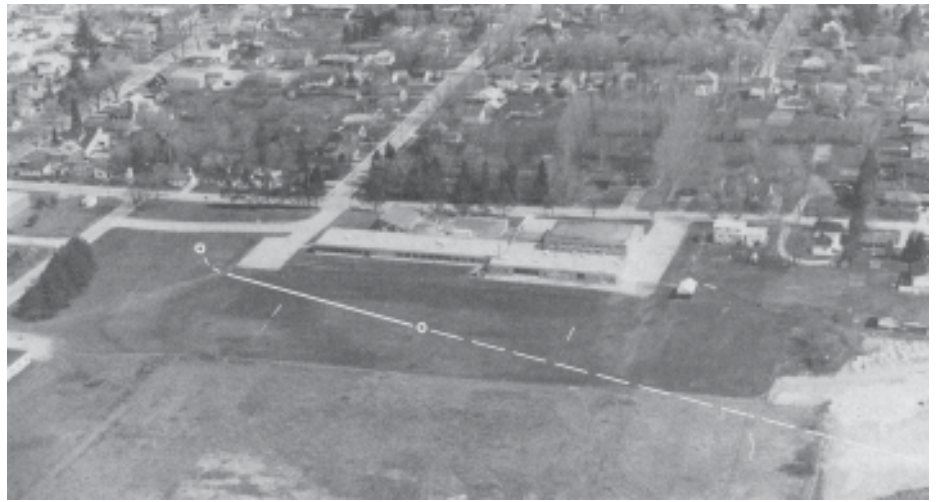
The air was silky smooth, the shadows long and with my having only 1000 feet in hand over a rather largish town, the seriousness of my predicament had still not settled in. The flight was over, that much I knew and in fact I was looking forward to getting down. Below me lay a school, complete with a rather attractive looking playing field. What smoother place than this for an outlanding. I'll first head south a bit and see if

I can find a decent field south of town. Halfway there I decided that my height is not sufficient for a safe return to my schoolyard should I fail to find a suitable field to the south and so I turn back toward the north end of town and arrive above the schoolyard with about 700 feet in hand. Just to make sure of the wind direction, I do a few circles to check on the drift and find that the wind is still from the SSE and light. This allows me to use the clearest approach that the field has to offer and I notice that as a bonus, this schoolyard has no fence around it. I'll be able to cross the boundary low and slow, touching down early. This approach direction will also have me rolling diagonally across the field giving me more effective length and allowing me to better avoid the goal posts at each end.

Beginning a close-in circuit from a bit over 500 feet, I lowered the wheel and then settled down for what I considered to be a challenging though easy enough to accomplish spot landing. The 1-35 with its big flaps can be shoe-horned into fields that a lot of other ships wouldn't even consider, and during spotlanding practice at home I've astounded myself with its short field landing capabilities.



The dotted line shows the ground track of the flight to Mt. Forest.



The dotted line from the right shows the approach, the solid line the roll-out.

Halfway down final, with under 300 feet remaining, the whole program began to go sour. The ship began overshooting, and even pulling on the last few degrees of flap was not enough to bring the ship down quickly enough. I lowered the nose in order to run the speed up a bit and increase the flap drag. This time it wasn't working very well at all, and by the time I was down to 100 feet, I had developed a good case of panic-induced tunnel vision just to cap things off. I whizzed past my intended touchdown spot at about five feet and still with good speed, perhaps 55 mph or so. At this point I forced the ship onto the ground and applied the wheelbrake while pressing the nose skid down firmly. The touchdown point was about halfway down the field. The ship decelerated quickly, but not quickly enough, and the stout trees at the far corner convinced me to drop the right wing and mash in right rudder in order to ground-loop to a halt. The ship snapped 90° to the right very suddenly and went sailing over the edge of a four foot, 30° incline that had gone unnoticed. At this point the speed was about 20 mph and the ship hit slightly nose first about 30 feet later, taking a huge divot out of the lawn. Out of the corner of my eye I saw several small bits and pieces bounding along beside me, one of which I recognized as the tailwheel.

After all the action stopped I found that I couldn't remove the canopy. Fortunately, a passer-by who had witnessed the entire spectacle lent his assistance and in a couple of minutes I was freed. After inquiring as to my health he held up a piece of the wing skid, asking if it was mine. "Keep it as a souvenir," said I, and turned to the approaching constable who had also witnessed the entire spectacle from the comfort of his cruiser.

A crowd slowly gathered and fortunately, to the casual observer, the ship appeared undamaged so that the questions were not too unbearable. The damage consisted of a dent on the underside of the nose, the wheel was torn loose from the gear assembly, minor damage to both wing tips, tailwheel torn off, and the fuselage was twisted slightly from the wing to the fin. It wasn't until later that I found that my left wrist was not all that it used to be and it was

over a year until I could use it freely and without pain.

On getting out of the glider, I noticed that the wind was from the northwest and it remained for two or three minutes before stopping altogether. I believe that one last big lazy thermal had triggered off from the town itself and that this caused a general local inflow of air down low to the ground. This would explain why, after establishing that the wind at 500 feet was from the SSE, that my approach went sour at a lower altitude. In the end I was landing with a tailwind! That's why I began overshooting on short final. Considering all the factors, I'd say I got off pretty lightly.

I had a friend fly me over the scene of the crime the following spring and upon surveying the field in a healthy state I could not believe what I'd attempted to do. My first thought was that nobody in their right mind would have attempted landing in that field. **That thought seems to hit the nail on the head, don't you think?**

Of all the neat little tricks that I learned during that competition, by far the most valuable would be to remain watchful and sensitive to one's health. A pilot whose performance is affected as a result is usually the last person to know it. Such is the nature of the trip. Reasoning, abilities and judgement all suffer.

Please don't make the mistake of assuming that it's only on long flights that care must be taken in this regard. A day spent out at the airfield on the flightline, or flying students or "intros" can also take its toll. Don't rely on the sensation of thirst to warn of your need for water because the thirst usually lags well behind what your system actually needs.

I've since discovered a few symptoms which I display under these conditions which include becoming less patient and understanding of student pilots, the occasional stutter creeping into speech, and sometimes a headache. At the first sign, I now step out of the glider and grab a cool glass or two of water and rest for a while. It's cheaper and more healthy than the alternative. □

THE GIGANTIC MINI-CONTEST

Seth Schlifer
York Soaring

In the midst of turning onto our downwind leg in order to begin the landing circuit, the voice of experience in the back seat suggested that I continue the turn, right around. "We have a thermal here, continue circling!" I certainly couldn't sense anything to indicate a thermal, but this guy must know his business, after all, he's the instructor. So I did, and we slowly began to climb! It filled me with a light-chested, inner excitement. During subsequent training flights, I became more adept at finding and centering the lift on my own.

I still considered a thermal as something rare and magical, and if one was found, then I was truly thankful. However, there was a certain natural reluctance at the thought of leaving one thermal to go find another. Fortunately, this attitude was soon to change, for later during my training and especially after solo, I thoroughly enjoyed swapping one thermal for another whenever the opportunity presented itself. It was such a confidence booster to head off into the blue in search of another and find it, usually after a remarkably short time. This became a bit of a game with me, to see how many different thermals could be used during a single flight, instead of clinging desperately to the very first thermal found after release. Eventually this game led to the flying of short triangular and quadrangular courses, and skills developed quickly during these local tasks. The turnpoints were all within an 11 mile radius of the airfield. The further points were visited only if the thermal height was sufficient to allow a safe return to the airfield, otherwise, on the more numerous 3000 ft agl days, turnpoints of between 4 and 6 miles away were visited. Thermal strengths were not a concern, but thermal height was. Thus, even on rather weak days, the roaming would continue.

This was a very useful exercise, not only in light of the improvement of soaring skills, but also in adding another element of enjoyment to local soaring.

I've seen many fliers who, through financial, family or other personal reasons, have chosen not to get involved in cross-country soaring. Eventually these fliers became less and less enamoured with the sport, for there they were, flying around with nowhere to go but up. There are people who can fly like this all the rest of their lives and enjoy it immensely, but most will tire of this after several years and become increasingly jaded.

In an effort to help promote cross-country awareness, and to alleviate the creeping boredom associated with "pole sitting", I introduced an informal contest based on a local task and called it the "Gigantic Mini-Contest". That was in '81 and it's been running at York every since.

From York's home base at Arthur East, the course is a quadrangle of 31.4 km (19.5 miles) with the farthest point being only 9 km (5.6 miles) from the airfield. This means that the glider need only be at 3000 feet at the farthest turnpoint, and the airfield can still be reached with circuit height even with a 15 kt headwind. This is quite a realistic task and doesn't require super conditions in order to complete it.

The competition runs all season long so that everyone has a chance not only to fly in the contest, but also to fly on a day with strong conditions. It also allows pilots to enter several times in order to improve upon their previous flight time or to claim the best time from their nearest rival. A little friendly rivalry goes a long way towards inspiring the spirit of competition!

The "Gigantic Mini-Contest" rules are kept fairly simple:

- Two classes of entry – "solo" and "instructors". A licence is not needed to fly in the solo class as the flight is local in nature because, although covering some distance, the pilot always stays within gliding range of home.

- Release is overhead the field with the timekeeper witnessing. Tow height is 2000 feet agl maximum.

- Turnpoint photos are required. The photo is taken with the camera aiming back toward home base with a 45 degree error allowed to either side. This is an easy rule for beginners to deal with, but they may request standard FAI procedures in order to practise proper turnpoint photography. Home base need not, and probably will not, appear in the photo. Film is returned to the timekeeper for processing, and it is only necessary to develop the negatives. Cartridge film should be used and the film loading witnessed.

- Turnpoint sequence must be flown as declared prior to launch (turnpoints remain fixed throughout contest). A barograph is not required.

- Declaration form is supplied, and all information must be filled using heavy felt marker for visibility in declaration photo. Photograph pilot holding form prior to launch. The form requires: pilot's name, date, glider registration, class, and turnpoints.

- Glider types allowed are the 1-26 or 2-33. These were the logical choices for York. We have four 1-26s and six 2-33s. Rarely however, have more than two entrants flown at the same time, so this is not the big reason for choosing such a popular type. The main reason is that everyone eligible to enter the event is naturally already qualified on the 2-33 and in

most cases the 1-26. These two types also have nearly identical performance. Beware of allowing ships of widely differing performance to compete together, for even using accepted handicap values, the edge will go to the higher performance types due to the short length of these tasks. If using widely differing ships, then try to subdivide the classes into different performance brackets. Perhaps something like 20 to 25:1, 26 to 33, 34 to 40, etc. But really, the higher performance ships should be flying longer tasks.

- Start time is taken at the time of takeoff. Make sure that the timekeeper knows prior to your launch that yours is a "mini-contest" flight.

- Finish time is taken as the time of touch-down (this allows us to use the normal club timekeeping flight cards in order to time the flight).

- Finishing. A proper landing circuit, begun from the normal height, must be flown prior to landing.

As a suggestion to anyone laying out the turnpoints for such an event, bear in mind where the prevailing wind blows from during soaring weather. If possible, avoid having the turnpoints downwind of the airfield. Keep in mind that the tasks are to be flown so that at any moment during the flight, the glider can be returned to the field using no further lift, and can arrive at 1000 feet agl. By the way, with the 6 miles to cover on the return trip, assuming no wind or a crosswind, a 1-26, 2-33, can leave a turnpoint with as little as 2500 feet agl and still arrive over the field with 1000 feet in hand. With a tailwind component, the picture is even rosier, of course.

The pilots of York who complete the course with the shortest elapsed time in their class get to take home a perennial trophy, suitably inscribed with the year, their name, glider type flown, and average speed. These trophies have a lovely little homemade 1-26 mounted on top, and are awarded at our annual dinner. The time separating the winner from the runner up in the solo class a couple of seasons ago was a scant 60 seconds, with both of these flights performed on the same afternoon. Talk about close rivalries!

This sort of event may be just what the doctor ordered for taking care of the "pole-sitter" blues. Try it, you'll like it. By the way, our fastest time so far has seen the 31.4 km done in 38 minutes from take off to touch-down in a lightly loaded 2-33 (140 lb. pilot flying solo). This was done late in the afternoon, as conditions were beginning to deteriorate, so don't tell me you can't go anywhere in a 2-33!

Here's a thought for the Ontario clubs. How about you each try a similar event this summer, and York will host a fly-off week-end event for the champions from each club? Does the Labour Day weekend sound okay? I'll see if I can get the Ontario Soaring Society interested. I'm sure we can get something worked out! □

LOW LOSS INSTRUCTING

PART 2 ENVIRONMENT

... low loss instructing is everyone's business, not just some esoteric technique which belongs exclusively to instructors

Tony Hayes

Adapted from
Australian Gliding

Whilst the first part of this series suggested reasons and methods by which club instruction might be made a little more effective, the operational environment both pupil and instructor have to work in produces a variety of pressures and distractions which hinder progress and organization. Part 2 takes a look at this area.

The instructor at work

You are the duty instructor of a winch launching club. For about the 21st time that day you are helping push the trainer back to the launch point. You are hot, dusty, hungry, tired, and balefully regarding the line-up of members who are very adept at organiz-

ing shifts for this activity so they may spend most of the time in the shade, dreaming up impossible questions to ask you when you get back. You are aware that to answer these questions you will probably have to carve the essential diagrams into the side of a tree as the club does not own a blackboard and there's no paper, not even in the toilet the club also does not possess, and the treasurer went bananas last week because you keep desecrating the flight sheets with trivial scribbles.

You are then seriously embarrassed by your uncharitable thoughts because the 'selfish' members have sent a car out of the sole purpose of giving you a ride back, but you have to decline as you have not finished talking to your pupil and there will be no other opportunity.

Back at the launch point you have an urgent reason to be by yourself. Joe Blow is charging along the downwind leg, in the wrong direction at a most interesting height, so you use this period of observation to think about your next pupil's confidence problem, and a solo pilot rushes up thinking that you have at last been caught with nothing to do. Apparently there is an earth-stopping reason to know now what an adiabatic lapse rate looks like. Over the pilot's shoulder you see the bunch at the launch control enthusiastically point a group of visitors and children your way.

Meanwhile you have a pupil to brief, the cable is nearly back and you definitely want to talk to Joe. However, this is all totally eclipsed by the 12-year-old who is being given a driving lesson in the cable retrieve car. Frightened by the noise of the splintering Libelle canopy they have just driven over (because some clot put it on the ground

continued on next page



... you will probably have to carve the essential diagrams into the side of a tree ...

— again!), they floor the throttle and vanish through the fence, tearing the cable off the drum at the winch, puncturing two tires and holing the radiator in the process. Joe meanwhile has landed with some aplomb in the field — on the other side of the river!

This scene is a little playful to take some of the sting out of what does happen on airfields — isn't it a magnificent classroom in which to conduct deliberate, calm, high quality instruction for the benefit of eager pupils? Possibly, those pupils will see why the instructor has to concentrate almost exclusively on safety and standards.

In the pressure of an active operation, the only hope is that the instructor does not, by omission, neglect, or distraction, sow today the seeds which will become an accident in the future. Let us segregate the pressures and see what it is possible to do about them.

Tasks in conflict

Division of responsibilities on instructors begins with one simple fact — the club cannot (normally) operate unless an instructor is present to take overall responsibility for the safety of the operation. This leads inevitably to the requirement of rostering instructors so members may forecast in advance that the club will be flying on the days it is open.

This creates a status situation which goes a long way past the job of teaching — something on the lines of, "He/she is in charge, ask him/her", and may cover virtually anything and everything which could happen on the airfield.

The direct consequence of this is the instructor becoming involved with the launching system, flight sheets, people wandering around the strip, parking of gliders/tugs/cars, ground handling, visitors, organizing flying lists, sorting out solo pilot squabbles, answering any question which may be shot at him, supervision and briefing of solo pilots.

That is plenty to do and it all competes for attention whilst the instructor is attempting to perform the essential tasks of preparing pupils for flight exercises and rounding off exercises once back down on the ground.

As the first part of this series indicated, if you do not service the groundwork side of instruction, then flight instruction is not only impaired but motivational support for the pupil just about ceases entirely. Quite plainly we have the one person on the airfield who requires the minimum distraction to perform his task — the instructor trying to teach — loaded with the most distraction and responsibility. Whereas the people who do want more involvement, do want to participate — the pupils — cannot really progress beyond what time allocation the duty instructor is able to give them personally.

Changing the balance

There is no question that considerable pressure may be taken from instructors by clubs which are prepared to operate a duty pilot roster and/or have members who are willing to share routine ground tasks



Ian Oldaker

amongst themselves fairly and responsibly. But it is not much good wasting time on this as you cannot systemize yourself out of an area which is primarily an expression of whether a club is a club or just a group of individuals who get together to have a flight in a glider.

What does need stating quite clearly is that low loss instructing is everyone's business, not just some esoteric technique which exclusively belongs to instructors. There is much which may be done, providing a club is prepared to work together and put status in its correct perspective. Initially, clubs could ensure that new members are given a clear grounding on the club's structure and operation, their position in this, what they may expect to be done for them and what they could and should be taking an active part in. A couple of pages of notes are cheap and effective, whilst giving the new member something to refer back to, rather than the usual introductory chat when everything is so novel.

Active member participation may be illustrated with the following example. In a large club I worked at overseas, pupils themselves actively participated in the organization, forming themselves into groups who could attend the field at the same time, 'acquiring' an instructor and requesting allocation of a trainer, which the club was happy to provide. Net result — happy pupils making real progress, happy instructors with real work satisfaction, happy club as utilization was up. It was interesting to watch these groups stay together as they progressed, assisting each other through advanced training and retrieving one another from their first cross-countries.

Take a look at your own situation. Have you a few people like yourself who would like to progress? Are there time periods where utilization of gliders is normally down? Then you have the basics for everyone to gain, so get involved, do something. Your instructors really will respond.

The bottom line is this. It should be enough that the people who run the clubs take responsibility for members' safety without an automatic assumption being made that they should also be responsible for members' enjoyment. The more they are left with responsibility for the latter, the more fragmented will become the instructor's

task and the less benefit general members will receive.

Instructors can assist by making themselves less visibly authoritarian, whilst still retaining control. Post-solo supervision is a continually contentious area not infrequently causing heated interchanges between instructors and pilots, sometimes leading to long-standing personality rifts — just what you want when you are at the club to enjoy yourself.

Certainly, it is aggravating to find a pilot who came close to an accident classing his opinion as equal to your own experience; but coming up with, "Look, stupid, that was bloody dangerous — you're grounded", will put that pilot's response onto a personal defensive level, not a realistic appraisal.

Let's go back to the last issue's article on Fault Finding. If instructors have confidence that exercises have been taught and understood, then errors on the part of pupils may be dealt with by questions which will isolate the real cause of the error. Pupils become used to this and the technique naturally flows over into the post-solo area. The solo pilot is in command of the glider. If he makes an error, by definition he should be able to say why. The instructor has only to ask.

An example will illustrate. An experienced instructor I was upgrading watched a solo pilot do something rather ill-advised. "I'm going to have him," was the comment. "Oh no you are not," said I, "You are going to ask him." So rather than what would have likely been a heated debate, my associate uncovered a latent weakness and so had a productive ten-minute chat, followed by a couple of rides in the trainer and solved the problem for good. The pupil came out feeling educated rather than angry/embarrassed and the club took another small step forward in protecting its members and equipment.

Only the pilot knows what really went wrong and if he is solo he should know, so ask him. If you do not, you are making an active contribution to an accident the pilot may otherwise have avoided.

Instructors who adopt this technique are not only trusted and respected by mem-

bers, they also save themselves considerable time and distraction, for they are able to operate quickly with few words, in a harmonious manner. Rather than enforcing safety and standards, they are supporting them.

Briefings

Whilst clubs and individuals may make a significant contribution to instructional effect, there are some areas which would be better done, from a resource and standardization point of view, by the national organization.

Briefings are the main area in mind, with three principle factors needing attention:

- distraction to the instructor between flights we can only minimize, not eliminate.
- non-formulation of theoretical knowledge as part of the training syllabus (pupils are advised to read up on principles of flight and when they come to stalling we find they don't have a clue how a wing works).
- the instructor's skill in expression and constructing word pictures which at best will be variable between different instructors and thus possibly cause confusion to pupils on fundamental issues.

To these three we may add a fourth:

- the pupil's real need to participate more.

A method which would alleviate problems in these four areas and give the entire movement a significant step forward at all levels, would be the creation of a Talking Book briefing system.

The Talking Book is the lowest common denominator in audio visual systems as applied to glider clubs. Just a library of cassette tapes, battery-driven recorder, and book of illustrations. It could live in a briefcase at any launch point and does not require expensive projection facilities or power sources. It could therefore be mass-produced and still be valid at any club, no matter how poor on facilities. The Talking Book is superior to just notes or text books in that it introduces a human element of emphasis. The pupil uses two senses instead of one and the teaching is therefore more positive.

There is the significant advantage that pupils may learn at their own rate by repeating exercises or by referring back to exercises after flying to consolidate what they experienced or simply just to productively fill their time between flights.

If briefings were standardized in this manner, it would not only give instructors more time but would materially assist both instructor and pupil when the pupil changes instructors. Hand-overs become easier and the pupil sees the various emphases that different instructors place on exercises in their proper context.

Whilst the system is basically envisaged as a pre-flight briefing aid, a number of spin-off benefits would be available. The central system could be added to over a

period of time, thus increasing its use. Initially pupils could, for example, have the benefit of the National Coach expounding Approach Control and other basic exercises, later further lectures could be added as time and finances became available — a national "expert" on flight limits, another on thermalling techniques, and so on.

Additionally, we may at last be able to formalize theory instruction with a small sequence of talks on principles of flight. In this manner every member of every club would directly benefit from the constantly increasing experience of our National and World Class competition pilots.

Despite most of the information that the Talking Book would require already being at hand, production would be a large undertaking for the soaring association, but I am confident that most would see it as money and effort well expended.

Summary

Too often the "poor performance" finger is pointed at instructors personally when in fact divided responsibilities make it a minor miracle that any form of recognizable instruction takes place at all.

Whilst the adoption of effective working techniques may reduce some of the impact the environment has, they may also have the negative effect of making the instructor more aware of what is not practical to do in the circumstances. The instructor is already carrying enough load alone without adding to it a sense of futility. Instructors require support from their club membership.

Members under training may care to consider how they themselves may actively contribute in giving instructors a little more room in which to demonstrate how good they really can be. Clubs should encourage this by seeking member participation and reminding the membership of the alternative.

Instructors may assist in promoting this by being more conscious of how their status may work against them and by considered, positive approaches not alienate themselves from the membership by actions of discipline which may so easily have been translated into cooperative member involvement.

Finally, the future challenge of retaining members in an increasingly competitive leisure market may only ultimately be met by a collective response from the gliding movement itself, with resources beyond that of a single club or instructors' panel.

Concepts such as the Talking Book are a positive step forward in making gliding training a more appealing and easier path to follow and less of an obstacle course on which too many motivations founder.

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Next, this series will consider Low Loss Instructing in the context of individual exercises beginning with stalling and spinning, then showing how instructional techniques may shape the thinking of a future pilot. □

THIS WINTER DO SOMETHING AEROBATIC!

Arizona Soaring

ad

MARATHONERS HAVE THE WALL, WE HAVE THAT ELUSIVE FIVE HOURS

Albert Seaman
York Soaring

In the serious-gliding fraternity, a time comes to each of us when we simply have to get that five-hour duration flight out of the way. In common with others who procrastinate disgracefully, my turn was long overdue. Consequently on Sunday, 29 July 1984, it became evident that my long period of accumulated sins would have to remain unforgiven for yet another week as I headed off to the airfield instead of church. But when I got there and tried to book "Joey" for the attempt, I found that I should have gone to church — Barbara St-Cyr had arrived ahead of me and book him for her five hours. Almighty retribution has set in....

Everyone loves Joey. Considering his docile, comfortable middle-aged qualities, that is hardly surprising. His white paint is no longer as pristine as it once was and he wears the remains of his red stripe rather like an outdated necktie. The array of small scars he has collected, albeit unwillingly, are carried with a dignity that bears witness to a tried and tested maturity.

Technically, we know him as C-GOEI, or SGS-1-26E, whichever is more appropriate. But at York Soaring he is invariably referred to in the diminutive.

Although Joey has no theoretical claim to distinction over his stable-mates, there is something about the manner in which his virtues blend together that makes him just that little bit more enjoyable to be with for a romp around the sky. In contrast to many of his cloned brethren he trims out very nicely, although his attention span is rather short and he does tend to wander away from his intended direction in a 'hands-off' condition. But, with the possible exception

of the wheel brake lever, his cranks, knobs and general driving paraphernalia are quite accessible for the average driver, and the lag-lazy altimeter can be reached easily for a periodic pounding out of its lethargic state. If I am to be confined to restricted quarters for a period of five hours or more, it should be in surroundings that inspire confidence and provide a tolerable level of comfort. Joey fits the bill admirably....

Anyway, another 1-26, a little longer in the tooth and perhaps not quite so handsome in his fabric-covered fuselage, was still available, so we teamed up for the jaunt. Meanwhile, Barbara was scuttling around to find a barograph. She eventually succeeded and the drum-smoking ceremony was completed. By then I had given my mount its daily inspection and taken off for a quick trip around the field. The most lively thing to be found was the 'sink', although there were some spots of the landscape that promised to improve with age. When I landed a short while later, the general opinion of others who had also dangled a proverbial toe in the water was very much the same as mine. Some promise but that was about all.

While that was going on, Peter Kuryllowicz had quietly taken off in a 2-33 for his own crack at a five-hour duration. He discovered the 'chimney' up to where things were really happening, clawed his way aloft, and from there gazed down upon the rest of us with justifiable disdain.

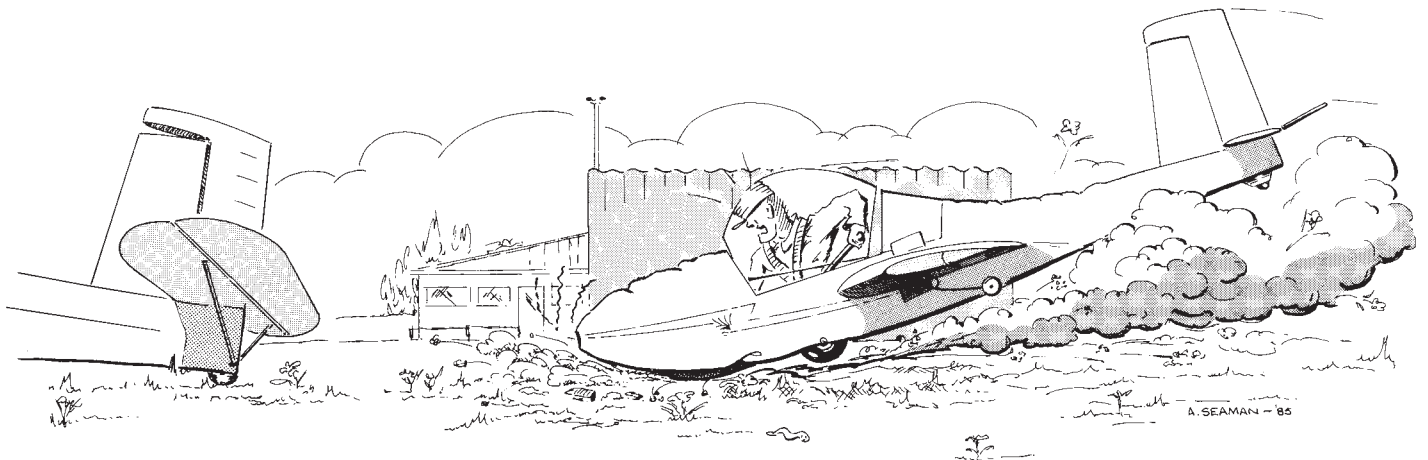
Barbara, who had not left home with the intention of trying for a duration flight, had arrived at the field with only a flask of water and an apple to fend off the hunger pangs. It didn't take long to get that lot aboard and together with the barograph, she was soon strapped in and ready to go.

I followed her off a couple of tows later and munched around trying hard not to return to the field. Although it is said that for every ounce of downdraft there is an equal and opposite amount of lift, I have yet to be convinced. It seems much more probable that for all the lift generated in Alberta, Texas, and other legendary centres of spectacular updrafts, the entire amount of matching downwash is collected together in one dreadful lump and dumps upon York, usually when I am trying to do something interesting like getting back to the club in one piece. Seventeen minutes after take-off I was back on the ground.

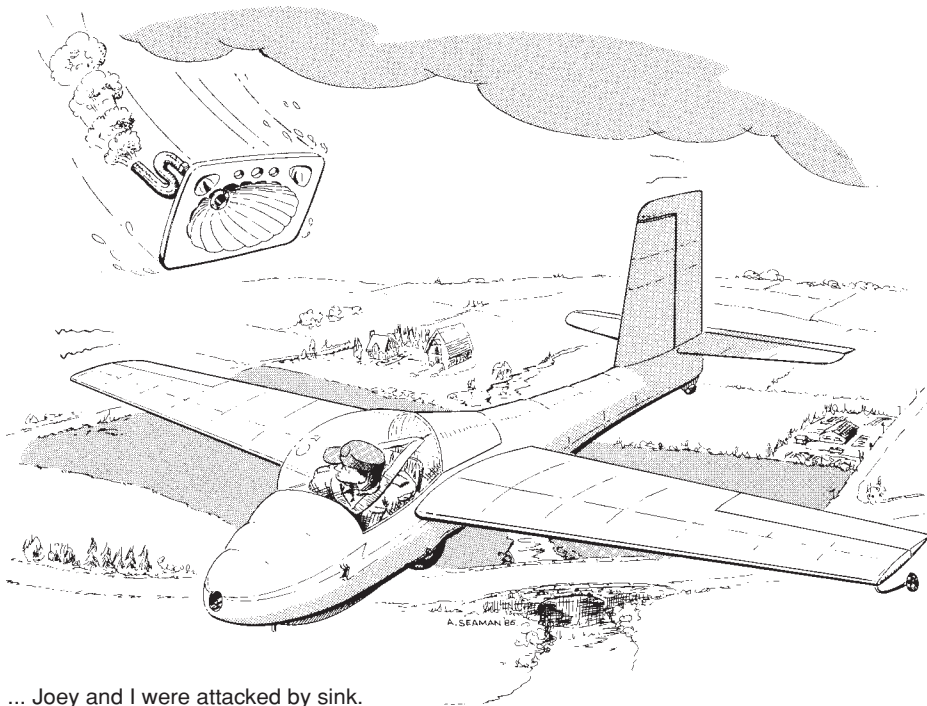
Meanwhile, Barbara was still hanging in at less than 1500 feet. Several times she headed for the circuit Initial Point and at the last minute found enough lift to remain aloft. Overhead, Peter was trying to attract her attention to the 'chimney' and after an hour of scratching around near the deck she found it. The lift was excellent, and as Barbara put it, "everything suddenly came together."

For the next hour, Barbara and Peter kept close company in the area north of the airfield and then headed south to look down on the neighbours at 'Air Sailing' for half an hour. Back north on her own, Barbara reached Luther Marsh to find a terrific thermal, of which she took every advantage.

For the next three hours, the best conditions were below and around the sides of the clouds. Somewhere during that period the barograph recorded a maximum altitude gain of 1372 metres. As Barbara had 'notched' at about 1500 feet, the maximum altitude reached was just over 6000 feet. Not particularly outstanding, but good enough when the disappointments down below were considered.



.... with possible exception of the wheel brake lever...his driving paraphernalia are quite accessible.



... Joey and I were attacked by sink.

The final hour was spent over Grand Valley to the east. Lift was plentiful but the price for all that fooling around with the birds was numb feet, causing some concern about landing. With well over five hours to her credit Barbara turned for home, where she arrived with a good 4000 feet under the keel. A quick stall dispensed with some of that and for the rest, it was a case of air brakes out and nose down.

Barbara and Joey rolled to a stop a short way from the clubhouse. Those of us who had been watching the final part of the events from the Line Chief's wagon, trotted over to give a hand and to offer the customary congratulations. During a short lull in the conversation, Seth Schlifer, with the solemn dignity required in the circumstance, looked at Barbara and said, "Ah, by the way, the clubhouse washrooms are out of order."

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During the summer of 1984 the weather for flying, generally speaking, was not too bad — from Monday to Friday. From my office window it was possible to see the gulls rise in flocks to great heights and disappear from sight. Come Friday afternoon the weekly front would roll in and by Sunday the landscape would be so obliterated by rain that I couldn't even find my way to church.

There was the odd exception, of course. One of these occurred on August 26. Not to be caught out again by tardiness, I was away early and managed to book Joey for another five-hour attempt.

Several years ago, Santa Claus brought me a nice new flying suit. It has all sorts of toggles, bits and bobbles that I shall never use, but what a marvellous array of pockets! They hold everything imaginable.

Maps folded open at the wrong place, a broken pencil and a dried-up ball pen, several tissues (man-sized) worn through on the fold lines, calculators that can't be operated with one hand, a small pocket flashlight to find my way home when 'landing out' after dark, some creased, sweat-stained 3" x 5" (76.2 x 127 mm) index cards for jotting down notes about important things, and so on. Not only the glider gets the CALL checklist done prior to any mildly aerobic maneuver, the flight suit needs one as well.

It didn't take long to add an apple to the pocket containing the melted candy bar, get Joey D'I'd and join the line-up for take-off.

The lift was spotty but quite useful and things went well for about half an hour, and then Joey and I were attacked by sink. Fortunately, the airfield was still in sight and we dropped for a restart. Next time the way upstairs wasn't too hard to find. Although the lift areas were quite far apart, they were well marked by other sailplanes. As usual Highway 9 was performing reliably albeit without pronounced enthusiasm. As Barbara had discovered a few weeks earlier, there was a lot of favourable air over Luther Marsh, but the best spot was near the quarry west of Grand Valley where the lift topped out at 4900 feet.

There was plenty of company in the warm bubbles which were dissipating quickly at the smog line. Gliders popped out of the top and hurried off in their own chosen directions to find new bubbles.

And so it went for a couple of hours, by which time the clouds were getting over-developed and the ceiling down to 3800 feet. The gliders were less spread out and concentrated in smaller groups now.

When flying in close company, I feel that it's not a bad idea to pursue the philosophy of wartime flyers. Give everything a quick glance every ten or fifteen seconds and you're more likely to be around to check it again in the next ten. The procedure becomes automatic and leaves lots of time to worry about other things such as how cold the feet are getting, where the airfield has disappeared to, why the horizon keeps slipping off one side of the nose, and so forth.

During one of these periods of idle musing, I was obliged to wonder what the heck I was doing attempting to hang around up there for five hours or more. "Here am I", I said to myself, "approaching middle age from the wrong direction, trying to prove what?" It didn't make too much sense at the moment. But when I looked out at some of the others up there with me and considered how really old some of them were, the thought evaporated. However, it brought to mind a comment made by the doctor when I had my previous flight medical. "What's an old bugger like you doing flying anyway?" he asked. Perhaps I should excuse his attitude. Although he's a licensed pilot and all of three years my junior, he just looks so much older than I. Some people just can't stand competition, I guess.

It was time to enjoy my apple. Joey could have the core. The juice ran down my fingers at the same time as the glasses slipped down my nose. Needless to say, the finger directed to pushing back the glasses missed the rim and planted a sticky smear across the left lens. With the aid of a tatty tissue and a gentle request for Joey to keep his mind on where he was going, the mess was cleaned up and we got back to the business of flying.

I topped a thermal at 3500 feet and found myself alone in that part of the world. Plenty of height to play with although not close enough to home for comfort. The clouds were beginning to decay early and Luther Marsh was dead. The sun was still shining over the quarry but it was too far in the wrong direction. The only quick solution was to get back to "The Highway". There was a small knot of 'planes toward Arthur but that was six or seven miles away and the chances of getting there in a 1-26 in time to find the lift still active were pretty slim. The Highway was no great help and a couple of fields that had been quite cooperative earlier had gone to sleep.

Down to 2000 feet and within reach of the airfield at last. A quick check around the area cost another 500 feet and produced nothing. Two miles from IP and it looked as if we would be down in time for afternoon tea. A little high for entry into the circuit but with all that sink around there wasn't much choice. And then, at about 600 feet on the downwind leg, lift, glorious lift. But too late. Better not break the rules and risk breaking the aeroplane.

Down on the deck at 2 hours and 41 minutes — just over halfway. Maybe next time, if I catch the early church service and then head off smartly for the airfield... □

PUBLICITY FOR CLUBS

... It's the simple things that work

Joe Somfay
York Soaring

Recently, I accepted the job of SAC Publicity Chairman, so you should hear what I believe can be done to make public relations work well for clubs. I believe strongly that there are many latent glider pilots out there, more than enough for all our clubs to handle. All we have to do is show them we need them and care for their patronage.

For the January 1985 SAC Directors meeting, I proposed the following goals and objectives relating to a new public relations committee:

- *To create a national awareness of soaring as a popular, natural sport.*
- *To create public interest in the increased participation of the sport of soaring.*
- *To reinforce and bind a publicity and information network between provinces and individual clubs.*
- *To offer public relations and information assistance to provinces and local groups.*

Ideas Many publicity ideas have been shared by almost all soaring pilots, a few followed up, a few successful and a few not so successful. But we must try. By sharing ideas of what to do and how to achieve specific goals, and particularly letting each other know what "works", is very important.

This effort is cooperative. We're a team of soaring enthusiasts, bound by strong interests and the love of elegant flight.

If we are to achieve higher club membership and increase our numbers, we will have to work together as a team. So share your ideas, write to me about them, phone me, talk with me and we'll put together articles about these ideas.

Help Needed I need one person from each club and each provincial organization to become part of the publicity network. Please let me have your name, address, phone number, club, etc. By being able to talk with each other we can readily publicize outstanding achievements not only locally but nationally. By being able to talk with each other we can offer support in the form of information, advice, ideas, and form a strong national force on issues worth pursuing.

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Guelph, Ontario N1K1B1
(519) 836-1201
(519) 846-5085 (home)

What to Publicize, When, Why & Whom

So we agree, we can do with more exposure to the public. But what do we want to do it for? Ever gone fishing and not get a bite all day only to find out you were using the wrong bait? I have. First, we have to decide what our target is. Is it to attract more members, get more attention, raise funds, or to just get a little fame.

I don't pretend to be an expert and my experiences so far are not conclusive, but here are a few ideas that I have used with the publicity committee of York Soaring in Arthur to work towards the target of increased membership.

Keeping Members Can we increase membership by first keeping the ones we have — examine the motivations of a stable group. Location? Comfort? Cost? Equipment? Comradeship? Opportunities to advance? Learning? etc.

Remember, if you turn over 25% of your members each year you will be constantly trying to attract more without perhaps knowing why they leave (*and the poor instructor has wasted 25% of his very valuable volunteer effort*). Try to find out: ask, write them, above all keep up the contact — continue to send them the club newsletter, send a soaring birthday card or look at alternative financial arrangements if that is what is needed. Above all listen to their reasons, for in them may lurk the issues that constantly cripple your club.

Keep up the contact with members and past members and they will continue to support their club — **Caring is the key**, and some flexibility and creativity in the club's organization a good first step.

Visitors Most clubs help air cadets and give introductory flights to willing and paying visitors, but how many clubs take down their addresses and follow up with mailings relating to events or even send them newsletters? I'm willing to wager that the small expenditure of copying a newsletter and a stamped envelope will result in new members. **Giving some attention to these people's interest is key.** Remember to use clean, well-maintained, impressive planes for intros. Sell quality.

Malls and Shows Most clubs try to go on membership drives by exhibiting at malls and shows. But how many of us bother to get the names and addresses of the interested potential members? We probably all hope that they will simply turn up at the club next summer. How many of us follow up these leads by mailing them information? A member of COSA recently suggested this move. It's such an obvious thing to do, but we readily overlook it.

Capture the power pilot If we want aviators or would-be aviators to be our members, then obviously we need to tap into the group of people who are already enthusiastic about flight. Power flying is very expensive, a great many power pilots do not realize that gliding is less expensive.

To reach these pilots or would-be aviators, we will have to aggressively reach out at aviation shows, aircraft expositions, in aircraft magazines, and at airports other than our own.

The enthusiasm for flight in these people is already there, all we need to do is to fan the fire in any way we can. Remember: names, addresses, and follow up. Show you care, invite them to an event relating to aircraft or flying — perhaps hold an event just for the purpose of attracting these people.

Neighbours Our closest neighbours are often ignored as potential members. We locate clubs out of town in some rural area near a small town. Soaring sites bring business to these areas if only lunches, groceries and gasoline. The Narromine Soaring Centre in Australia is a commercial operation I admit, but it is featured on tourist bulletins, it is part of the town businesses and it actively advertises in the local information media. In fact, businesses recommend it and each other.

Ask the question — What have we done to attract local members and what have we given back to the area we fly in? Remember to follow up, send a card or newsletter, Narromine gets pilots from all over the world. It advertises.

How many have given free introductory rides to the local farmer whose field you landed out in, or given a gift certificate for an introductory flight as a token compensation for some crop damage? Sooner or later the kindness will return to you and your club manifold.

Gifts People take pride in giving family members homemade gifts for all occasions. We can similarly give gift certificates for flying with the club for special occasions. Similarly business contacts, colleagues, friends could be pleasantly surprised by such a gift. Not all will become members, of course, but you will have had a chance to share something special with them.

If the recipient shows further interest, make sure they receive further follow-up or are invited to the next social event.

Other groups A surprising number of us are members of other recreational or service clubs such as skiing, racquetball, squash, Lions, and Rotary. Some of these club events could take place at the airfield. Fund raising events could coincide with such a visit or simply a club visit can be arranged.

Scouts, seniors, the blind, the handicapped, are all interested in new experiences. Expose the club to these groups and I'm sure both publicity and membership will pros-

continued on page 17

SAFETY

INSPECTING THE TOW PILOT

You may not be a tow pilot, but that's no reason why you cannot stand on the ground and check him out. Before your tow, give him the eagle eye to find out what it may be like:

- Does he climb out with nothing on the clock; or is he a ground-hugger until maximum tow speed before he rockets skyward.
- If it's a bit cross-wind after take-off, does he go straight out from the field, drift downwind, or does he turn upwind?
- Watch the tows for the climb to altitude. Look for the routine. Is he taking a route to systematically have the glider pilot sample the best of the lift, is it aimless, or is it the same, regardless of conditions?
- Look at the release. Does the tow pilot fly a gentle turn after release so the engine pots are slowly cooled, and then descend, or does he roll and dive? Watch out for the latter. You've got a fighter pilot for your nickel, and the club's got a rapidly aging engine.
- Watch how this tow pilot descends. Is it straight and level in a grid pattern? If so, you can be assured he keeps a good lookout and will be in tune with the glider operation. Or is it a screaming spiral dive, where he's descending into a blind spot of the down wing? Add "cowboy" for your nickel. He's horsing around on your dough. Plus he's all over the sky. You'll have to watch out for him when you do your circuit in the sailplane. On tow his turns are introduced by partial snap rolls, and I'll wager a small bet he hunts the airspeed. You'll go up and down like a porpoise.
- Does he sideslip down? Oh boy, expect a very expensive tow. This guy has some weird ideas, basically he's the Great Waldo of tow pilots, an exhibitionist of great expense; yours and the club! What we do know for sure is he will always sideslip left instead of right — the temp probe for the

cylinders is on the best-blanketed left rear pot. He'll usually blow the front right, front left, and rear right pots or exhaust manifold in the towplane in that order. For a finale, he'll recover, then go and fly a big wide lazy cross-country circuit on your money.

- The end of a circuit and landing. Is he set up right down the pipeline for the numbers? This will tell you his experience without looking at his log book. Or is there a nervous twitch or fiddle? Does anything indicate that this is the 15th straight tow in a row? If so, you've got a tired tow pilot on your hands so be on your tows, or should I say toes?

If the pilot is trying to achieve an award for the best tows possible, he'll be trying to make this the smoothest, slickest, time efficient part of the flight, and you'll be able to see it! Don't take the towing part of your operation for granted.

Stephen Newfield

MODIFICATIONS TO THE TOW

The Rideau Valley Soaring School has changed two of its procedures to be followed on tow in the interest of increased safety.

- They are changing to a glider position just above the wake of the towplane, a so-called "medium" position for want of a better term. This is to allow a student that much more time to correct for moving too high, an error which has caused serious towing accidents worldwide.
- The student is now required to shout out the height when reaching 200 feet above ground (considered the minimum height at which a safe 180 degree turn can be made in the case of a rope break). The object of the exercise is to make pilots more aware of their height than they may have been in the past, and it should simplify the decision-making process should the rope fail.

from the RVSS newsletter

EMERGENCY PROCEDURES

Does your club have an emergency procedure in place in case of an aviation or other accident? Knowing what steps to take may save a life. Our club has drafted a set of procedures which may not be complete but at least they have one. Each club will have its own peculiarities, but the following things should be considered:

- STAY CALM
- A specific duty person on the field is delegated to take charge, for example, instructor of the day.
- The "Person in Charge" appraises the emergency and delegates activities as required.
- Have emergency numbers available and contact as required: RCMP, Search and Rescue, ambulance, MoT, hospital.
- Keep radio use to a minimum; have someone monitor 121.5 MHz.
- If an aircraft is reported missing, a towplane may pick up an observer and start a search pattern at the last known location. If more than one aircraft is used, someone should coordinate the power traffic.
- Instruct sailplanes to stay away from the affected area.
- If and when the RCMP or other officials arrive, they are supposed to take charge. Remember that they are the authorities on law enforcement, search, etc. but you are usually the authority in aviation matters. Monitor their activities with tact.
- Assign people for crowd control and the media if required. DO NOT volunteer information to anyone but the proper authorities.
- Do not disturb any wreckage more than required to save lives, until authorized to do so by MoT.

George Eckschmiedt
Flight Training and Safety Committee

LOOKING OUT, AND AVOIDING COLLISIONS

Ian Oldaker
Flight Training and Safety Committee

Continued from the points raised on page 17 of the 1/85 issue:

6. Objects which are difficult to see cannot be easily picked out of the background by general scanning. Looking out and scanning should be done systematically, sector by sector.
7. The eye cannot adjust from near focus to far focus without an impulse. The correct technique is to focus briefly on the instruments, then on some distant object **before** starting to scan for other aircraft.
8. Don't limit your attention to the glider thermalling closest to you. It is the sailplane you have not yet seen that is the dangerous one.
9. When climbing faster than sailplanes in an adjoining thermal, don't lose sight of them; they will be coming towards you soon.
10. Never join a gaggle by pulling up into it.

GREATNESS VIA MEDIOCRITY

I have an impulse to buttonhole the girls and boys just beginning to fly and say those magic words which will keep their bones intact, a joy to spouse and children. I can say what I have to say without pride or arrogance because I was a mediocre pilot. I learned slowly; I was not by any stretch of the imagination a "natural". My awareness of my limitations, I am sure, is one important factor to which I owe my life. I did not have the skill to toy with chance and stretch my craftsmanship beyond its capabilities.

I distilled a single rule from the potpourri of experience — a rule which contains just about all there is to flight safety. It is, simply: **NEVER TAKE ANYTHING FOR GRANTED.** It is, however, merely a phrase unless you extend it through every flight activity, on the ground and in the air.

Robert W. Duncan

HANGAR FLYING

Compiled by Tony Burton

FRENCH RECORDS IN S. AFRICA

Prior to the South African Nationals in December, 1984, Jean-Paul Castel moved to Parys (110 km south of Johannesburg) with a new Nimbus 3 for the purpose of establishing new French national records. At the Nationals, the average Open class task was 498 km!

Typical weather was moderate winds, cloud bases at 10-11,000 feet, some cbs or blue days, lift 7-10 knots average. Between 7 and 27 Dec, Castel set eight French records.

- triangle distance 1036 km
- triangle speed (1000 km) 132.33 km/h
- triangle speed (750 km) 123.59 (Dec 7)
133.82 (Dec 8)
144.47 (Dec 22)
- triangle speed (500km) 160.47 km/h
- O&R speed (500 km) 153.17 km/h
- O&R speed (500 km) 154.07 km/h

from Aviasport

THE SECOND CHILDHOOD

It's said that a person has two childhoods, one at the beginning of life and the other near the end. The notion has less to do with creeping age than with self-realization. For some pilots who have climbed the ladder from simple to complex, a return to the bottom rung, where flying can be less demanding but more enjoyable, provides a rediscovery of some of the reasons that originally inspired them to fly.

Tom Hammett

1985/86 CANADIAN TEAM

SAC has announced the results of the voting for the 1985/1986 Canadian international soaring team:

- 1 Hal Werneburg/Wilf Krueger (a tie)
- 3 Ulli Werneburg
- 4 Ian Spence
- 5 Ed Hollestelle
- 6 Dave Webb
- 7 Jim Oke
- 8 Dave Marsden
- 9 Walter Herten

ALCOR FLIES AT CLARESHOLM

The world's only pressurized sailplane is now in Claresholm where it will be based for the next two to three years to take part in the "Chinook Project", a joint Canadian/ US universities meteorological study of the chinook wave and weather phenomena associated with it, such as surface windstorms and clear air turbulence. The Alcor will be used to gather data at altitude in the area of the front edge of the chinook wave which we see as the western edge of the arch cloud.

Alcor, designed and built by Bob Lamson, a retired Boeing test pilot, is all-composite construction. It is built very strong and light for a 20 metre ship, and is designed specifically to allow comfortable flight for extended periods of time at high altitude (the practical limit is the ability to maintain the canopy seal). Its unique features are a cockpit which is capable of being pressurized by the breathing oxygen, and a passive solar heater and double layer canopy which can keep the cockpit as much as 50°C warmer than the outside air at altitude.

The Chinook Project has been organized by Dr. Titus Mathews, head of the Department of Physics at the University of Calgary, and by Dr. Peter Lester, head of the Dept. of Meteorology at San Jose State University, California. Dr. Kuettner, famous for his early studies of mountain lee waves and still very active in mountain meteorology and soaring, is an advisor to the project. The Chinook Project seeks to gain a better understanding of the hydrostatic wave, the upper level 50-100 km wave we see as the wide chinook arch cloud (the mountain lee waves, which often underlie the hydrostatic wave, are usually 5-10 km wide). Southern Alberta was chosen as the study area because chinook occurrence is most frequent here.

The goal will be to record a cross-section of the atmosphere at the latitude of Nanton (south of Calgary) using all available means during a good chinook occurrence. A chain of lower atmosphere data-gathering instruments has already been established in this area.

The first year-long phase of the experiment will work the bugs out of the operation: coordinating all the people, and the ground, air, and satellite instrumentation; discovering the best way to use Alcor and what data to gather at altitude, etc. During the second year, on forecast of a good chinook, the system will be "turned on" to record a case study of what the atmosphere is doing. Alcor will be launched to climb to the edge of the chinook arch at 25-35,000 feet and hold station for several hours to record atmospheric data there.

During the past year, I have been working with Bob Lamson and others to clear the way through the bureaucratic thicket to get Alcor into Canada and flying. Having a US-registered experimental aircraft flying in our airspace presented customs, airspace, airworthiness and licensing problems. With a lot of digging on our part, and good cooperation from the government agencies, the hurdles have been mostly overcome. Alcor arrived in Claresholm on 27 May after the appropriate Customs and Excise chapter and verse was found to allow both the sailplane and all associated project equipment to be imported duty and sales tax free. On May 30, the special flight permit arrived from MoT, and on May 31 the required airworthiness inspection was done at Claresholm by inspectors from Calgary, just before members of the scientific team arrived to have a look. Now it was flyable.

My responsibility during the project is the operation of Alcor, with Jerry Vesely looking after the maintenance and most of the towing. I will be doing a lot of the flying, but will also recruit a small team of alternate pilots (perhaps I should say "an alternate team of small pilots", as the cockpit won't allow anyone taller than about 5'-9").

This summer will be devoted to familiarization flights with Alcor, fitting the equipment and additional batteries required (and probably a solar cell continuous recharging system), and establishing procedures with Air Traffic Control. Alcor's operational area between Nanton and the Continental Divide will be outside the established Livingstone Block airspace for gliders and closer to an upper level concentration of commercial traffic; so an altitude-encoding transponder is a requirement. Meetings with ATC are underway now.

To date, I have had two flights in the ship and find it has no dishonest characteristics. It does have a relatively slow roll rate which is to be expected with 20 metres of wing to move, and the aileron forces are moderately heavy. The pitch forces are light. Being used to flying an RS-15, I still catch myself grabbing for a non-existing flap lever when changing speed. But without question, its most unusual attribute is the great flexing of the wings and the effect this has on cockpit motion (the wings are floppier than an ASW-20, and droop slightly on the ground). Especially when flying in gusty conditions, a portion of the energy absorbed in the wing flexing is fed back into the cockpit as small twisting, humping and lurching movements. The best way to describe it is to imagine you're strapped to a waterbed or sitting in a kid's "jolly jumper" — nothing feels entirely connected!

Alcor will be flying at the Cowley Summer Camp, and I hope to do some careful comparison glides with Mike Apps in his ASW-20 to prove the estimated flight polar Alcor now has.

Altogether, I'm fascinated with this project and expect to thoroughly enjoy my part in it.

More stories will be forthcoming as the universe unfolds.

Tony Burton

CONTEST LETTER REGISTER

The National Office administers the contest letter register, a list which is, as you will see below, incomplete and obviously outdated in spots. It's up to you to see that it is made more current.

The personal letters you have painted on your sailplane are **exclusively** yours only if you have registered them with SAC. I personally know a pilot who was forced to change his letters because another had registered the same combination and they both turned up at the same contest. So if you have a pet set on your glider, or have a set in mind that you will put on your future ship, get them registered. You don't have to be a contest pilot. There is no cost, you just have to take the effort to do it.

Jean asks that you check this list and inform the office of any errors and omissions you are aware of, including dead gliders, inactive pilots, or anything else.

No.	Reg.	Sailplane	Listed Owner
AB	GULX	ASW-20	Mike Apps
AC	FRNN	HP-11 A	Alien Clarke
AL	GAJS	Duster	?
AS	GAUL	PIK-20	Ariadne Soaring
BG	GOBG	?	Peter Flanagan
BV	FABV	Libelle 201	Julius Nagy
BW	GDBW	Jantar Std 2	Gatineau Gliding
CB	FTVB	?	Gordon Bruce
CC	GJSO	Jantar Std 2	?
CD	GBIG	Astir	Charles Wilson
CL	FURK	Ka6CR	Ursula Wiese
CW	FYAW	Kestrel 17	Bob Gairns
DB	GUJG	Std Jantar	Blais & DiPietro
DC	FBDC	Std Libelle	Robert Binette
DM	GPYR	Club Libelle	SOSA
DP	FCUM	Pirat	Pierre Pepin
DW	GOMB	Hornet	SOSA
DZ	GBZO	ASW-20	Robert DiPietro
EB	GFEP	ASW-20	Karl Doetsch
EE	GPUB	RS-15	Tony Burton
EH	GYRE	Std. Libelle	Paul Puky
EQ	GBEQ	Lark	Denis Gauvin
ET	GVOO	Std. Cirrus	Peter Trent
EZ	FFEZ	DBW-2	Dave Webb
FJ	GFBJ	Jantar Std 2	Fritz Bortenlänger
GB	?	Jantar Std 2	Gilles Boily
GE	?	Libelle	Bob Gairns
GJ	GCGJ	Jantar Std 2	Brian Milner
GR	?	ASW-19	Rick Matthews
GS	GUJF	Jantar Std 2	Gilles Séguin
GY	GINY	PIK20	Rick Officer
HP	FHPI	?	High Performance
HY	FWSE	RS-15	Harold Yardy
JC	FKSS	Phoebus	?
JD	GHJD	Std Cirrus	Russ Flint
JF	FFGR	Kestrel 19	John Firth
JJ	GXTS	Jantar Std.	Garnet Thomas
JK	GCJK	Std Libelle	Paul Sears
JM	GDFN	Std Cirrus	RainerZimm
JO	?	Std Cirrus	Jim Oke
JR	?	?	McVeigh
JW	?	?	John Weber
KB	FUKB	HP11A	Bob Patterson
KH	GPKH	RS-15	Ed Hollestelle
KM	GDXT	PIK-20B	Rick Zabrodski
KR	GTYF	Nimbus 2C	?

O&R ACROSS THE ANDES

In 1964 a Chilean pilot flew a Blanik across the Andes for the first time, going west to east between Santiago, Chile and Mendoza, Argentina. In 1982 the course was repeated in the opposite direction in a Mini-Nimbus. On 11 Jan '85, five pilots flew a double crossing between these cities over a course which covered about 750 km. The group consisted of four Chilean pilots; S. Radic (flying a Mini-Nimbus), C. Perez (Ventus), R. Urbina (MiniNimbus), A. Changes (Janus B); and a Frenchman, Bernard Schneider (Janus B).

Santiago at 2230 feet elevation is separated from Mendoza (at 2430 feet) by 190 km as the crow flies. The Andes rise to almost 23,000 feet at Mt. Aconcagua in this area, and there are 10,800 feet "foothills" on the east slope.

The course started at Mendoza to take advantage of morning heating on the pre-Cordilleran hills. The flight into the mountains began north of Mendoza, and the track generally followed the valleys of first the Rio Plain d'Usgallata, then the Rio Mendoza, then across the divide to the western Andean slopes near the Rio Aconcagua, then south to Santiago and return approximately the same way. The day featured variable cloud bases with snow showers and cu-nims to avoid, and one climb to 19,000 feet on the south flanks of Aconcagua

KT	GTBL	Lark	Bruce Nicmans
KW	GJKW	HP18	Keith Williams
KY	FVKY	Phoebus C	Bruce Anderson
LB	GVLB	DG-200	Kevin Bennett
LM	FPLM	SHK-1	Peter Skensved
LR	FWLR	Phoebus A	Harold Kirschner
LT	FALT	HP-14	Dixon More
ML	GXML	Lark	SAGA
MO	GMOE	DG100	Maurice Aubert
MZ	GYMZ	ASW-20	Ulli Werneburg
ND	GOON	Pioneer II	Ted Lightly
NJ	GPEN	PIK-20B	Julius Nagy
OB	FZUZ	ASW-15	Oscar Boesch
OC	FBMX	Open Cirrus	Don Rowe
OR	GFOR	ASW-20	Frank Vaughan
PE	?	?	Robert Holman
PM	?	ASW-20	Peter Masak
PP	GFRM	PIK-20E	Dick Matthews
PR	?	?	Peter Lamla
PT	GXPT	?	?
PY	GHPY	Jantar Std 2	Paul Yardy
RB	GRLB	Astir	Tinkler/Taylor
RJ	GKEJ	ASW 19	Kopala/Ryll
RR	GZOX	?	Richard Corrigan
RZ	TVKY	Phoebus C	
SI	FSIR	Std Cirrus	Alex Krieger
SM	FARE	Std Cirrus	Stirling/Mather
SO	FOAK	Dart-17	Derek Ryder
SS	GXMO	Mosquito C	Klaus Stachow
ST	GEST	?	Frank Vaughan
SX	FXSX	Ka6E	Walter Herten
Σ	GVJV	Sigma	Dave Marsden
TC	GXWD	PIK-20	Matthews/Coates
TI	GWTI	1-35	Dan Pandur
TT	GYSA	1-35	David Harper
TW	GCTW	?	Tom Okany
TZ	GBTZ	ASW-20	Bob Gairns
WK	GRUR	Ventus B	Willi Krug
WW	GDBY	Jantar Std 2	Ian Spence
XC	GOXX	Jantar Std 2	?
XZ	GTXZ	ASW-19B	Helmut Gebenus
XL	GFAI	Skylark 4	Dave Belchamber

At the end of the flight coming out of the mountains towards Mendoza, the pilots were faced with an awesome display of thunderstorms, rain to negotiate, and cbs with their outflow. With difficulty they managed to regroup to make a joint landing at the airport.

from Aviasport

HOW HIGH DO BIRDS FLY?

According to Joe DiCostanzo, a research assistant at the American Museum of Natural History, radar studies regularly reveal flocks of small migrating birds, such as thrushes and warblers, travelling at night at altitudes up to 20,000 feet. They would be looked down upon by bar-headed geese (*Anser indicus*) as they fly over Mount Everest at almost 30,000 feet on their migratory route from northern Asia to India. The record holder however, may have been the Ruppell's griffon, a vulture with an eight foot wingspan, which collided with an aircraft 37,000 feet over Abijan, Ivory Coast, in 1973.

Unlike humans who would fall unconscious and die from lack of oxygen at such heights, birds have a highly efficient breathing system of air sacs in addition to lungs that allow them to extract a maximum of oxygen from the air.

from the New York Times, 9 Apr 85
via the VSA "Soaring Scene"

XU	?	ASW-15B	Chris Eaves
1A	GORE	PIK-20B	Harry Pözl
1Y	GQIY	HP-18	?
2K	GPIK	PIK-20	Ariadne Soaring
2L	GORT	Open Cirrus	David Fowlow
2W	?	ASW-20B	Walter Weir
3B	GAYN	RS-15	Colin Bantin
3Y	FRXG	SH-1	Black/Officer
4E	GEOD	Std Cirrus	George Dunbar
4N	?	Std Cirrus	Richard Cook
6K	FQCE	Ka-6	Canute/Tye
7G	GPRS	Libelle 201 B	Al Schreiter
7Z	GVTZ	Jantar Std 2	Vancouver Soaring
9P	FQKE	Std. Cirrus	R. Steimer
B2	GQLB	HP-14M	Lloyd Bungey
C1	GOPN	PIK-20	Bob Carlson
D9	GUIL	Open Cirrus	Vick Vine
K2	GRXX	ASW-20	Wilf Krueger
L4	FFGU	Libelle 201	Larry Springford
L7	FPSQ	BG-12BD	Keith Lee
N4	GBDJ	ASW-20	Peter Myers
P5	GVZT	Std. Libelle	Mike Frastacky
R2	GTRM	ASW-20	Rick Matthews
T2	FAQV	Std.Cirrus	Paul Thompson
T7	?	?	Colin Tootill
W2	?	Mosquito C	Chris Wilson
X1	GVLB	DG-200	Kevin Bennett
X6	GJXG	ASW-19	Bruce MacGowan
11	FSNZ	KW5	Fred Wollrad
14	FYFL	Libelle H301	Bill Sikma
18	GAGN	?	George Adams
22	GNBE	Std. Libelle	Peter Schwirtlich
23	FXGV	Open Cirrus	Grp. 79 Ltd.
24	GSXA	Mini Nimbus	Hal Werneburg
26	?	Ventus B	Bruce Hea
41	GVES	VES-1	Jerry Vesely
44	?	?	Andy Gough
52	GMSG	Jantar Std 2	Byatt/Wasilowski
71	FQJS	Libelle	Maury Parsons
77	GOPN	ASW-20	John Brennan
94	GNZY	Mini Nimbus	Al Schreiter
96	GLYD	1-23	Ruth Thumm

CLUB NEWS

INNISFAIL MAY MEET

Yippee, the weather was cooperative for the first time in 3 years on the May long weekend when 8 competitors signed up for the Sports class and 13 for the "Open" class. Pilots came from Cu Nim and Edmonton mostly, with two others from Cold Lake.

The contest produced a Sports class team winner of Merle Halkow and Morvin Patterson of ESC flying their Ka6E to 5th and 2nd place finishes to earn 1099 points out of a possible 1734. In the Open class, Rick Matthews (Cu Nim), flying his ASW-20, won with a comfortable margin, coming in with a 1st, 5th, and a 2nd place to earn 2140 of 2523 points.

The weather was weak and partly blue on the Saturday, weak turning good on Sunday, and GREAT on Monday with gigantic dust-devils and thermals everywhere.

Saturday didn't tempt any of the Sports class to venture out, but seven of the Open class gave it a try. Rick Matthews was the only one to finish, with Buzz Burwash (ASW-20FP) 43 km short, and Kevin Bennett (DG-200) and Hans König (Mini-Nimbus) falling down near the second turnpoint of the 176 km task. Rick got back with a little luck and a lot of perseverance when he was down to circuit height at the second turnpoint before finding a one knotter that he hung on to for dear life. It was an excellent flight for Rick, and he deserved more than the devalued 532 points he earned (next year, pilots who have signed up but don't actually start the task will not figure in the day devaluation formula — a fair change to the rules in the less-than-formal Innisfail contest.

On Sunday, Rob Minchin, a new competitor from Cold Lake now flying his Libelle 301 at ESC, finished the 108 km Sports class course 28% faster than his nearest rival to win a 743 point day. In the Open class, Tony Burton got a late start which seemed to work in his favour and he completed the 173 km course at 85.4 km/h, 25% faster than 2nd place Rob Young (Std. Cirrus) of Cu Nim. Tony said he got high going into the first turn and was able to dolphin fly a substantial portion of the rest of the task.

Monday was the boomer — by mid afternoon, dust-devils were visible thousands of feet above the fields. Rick Matthews recounted switching his vario to the X2 setting to read one thermal which gave an 18 knot climb for three turns before it began tapering off! Everyone was reporting lift which averaged 8-10 knots under the good cloud streets.

Graham Parkinson in the K8B finished the 129 km Sports class task faster than some of the hotter ships, and his low (or should that be high) handicap finished the job to give him the bottle of champagne that day.

In the Open class, 5 pilots surpassed the 100 km/h mark. Hans König was carrying water and was first in from the 188 km task at 116.5 km/h, which is probably the second fastest contest flight ever made in Canada (in the '80 Nats in Claresholm, Peter Lamla completed a task at 121.7 km/h in a Nimbus II). Several pilots flew their personal fastest flights. What more can you ask for? The task committee had also set a 300 plus course, but everyone voted for the shorter one because it was packing-up day.

from "ASCent"

BULKLEY VALLEY SOARING

The BVSC is anticipating a busy year in 1985. Our club is planning to encourage cross-country flying this year. We now have several members with enough experience to keep towing and instructing working smoothly while other members explore the soaring potential of the Bulkley Valley. If the weather cooperates we should have several Silver C's and maybe a Gold or Diamond distance.

We are planning a weekend "Conversion Course" at the Houston flying club to stimulate interest in soaring at that very active club.

Ann and Allen Pickard are taking a year off and will be missed. Allen has been CFI since 1982 and Anne has been club secretary and an active instructor.

The club Blanik suffered damage from a ground loop on a first-of-season flight. The repair is nearly complete and will be flying when you read this.

Paul Chalifour

YORK CLUB NEWS

The York glider pilots ground school held at a Toronto Secondary School ran each Wednesday night for ten weeks starting in mid-January, taught by myself. I was just a bit intimidated by the sight of 35 enrollees, for I'm more used to a one-to-one basis at the airfield. This wore off quickly though. Eventually the class tapered down to a more personal 20 or so pupils, but still that's a decent class size. The second last night was "movie night" and a sample Ministry of Transport exam was written the final night. Several non-fliers made up the group and a member or two is likely to come of it.

The annual club dinner and awards night was held on 30 March, when George Reid traded in his CFI hat for his more comfortable Glider Bum hat. He passed the baton to longtime York member John Kollar. The official awards included;

Don Bell Memorial Trophy (for a year of outstanding service) John Kollar. This award is known as "The Biggie". Don Bell was a much loved and respected York member and instructor who passed away several years ago.

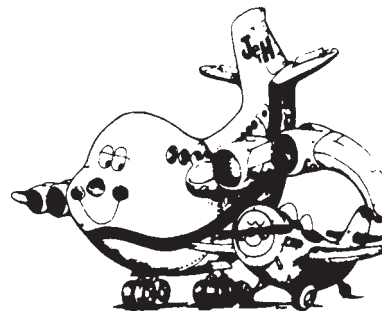
Pundit Trophy (for most flights instructed) Seth Schlifer.

As well, several other awards were given in recognition of the hard work and service of several other members. Perhaps most notably would be our unofficial chief groundskeeper Percy Yungblut.

Several gliders have received face lifts over the winter in the form of new paint schemes due to the attentions of John Kollar. The process continues. It looks like a cross-country upgrading course will be underway this summer if all goes well. Altogether an interesting year is shaping up.

Seth Schlifer

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per. Remember, the curling club members can raise a formidable mailing list by sharing their recreational clubs' membership lists...get the mailing list of a local flying club.

Once you've signed them on — keep them. Remember to encourage new members by complementing them on their achievements and progress and, most of all, continue to reward and acknowledge your members for club participation, hard work, and their own achievements. A strong, nurturing and supportive atmosphere is valued by everyone and people will return to it like "home" and of course will support it in return.

Pride in the fleet Project an image of pride. Keep the planes spotless; above all make sure that the intro plane is good-looking, clean, crisp and an example of "your own home". Imagine the impression you will make getting into a plane which is filthy, with torn upholstery, rusty hinges, missing instruments, etc. Do you project an image of security and pride? If you do you will give a positive impression.

Remember, your introductory flight candidate may be the president of his own professional firm, a keen teenager, a housewife, or a university professor. A good impression will not only sell soaring to them but to their friends to whom they will brag about their half-hour thermalling flight.

If you were a salesman, how would you dress and present your product to the company president or the potential customer? Think about it.

Let me use the Dentyne TV commercial, you've all seen it, I'm sure. Here's a young woman on her first solo flight in a higher than trainer-performance glider. She receives a Silver C upon touchdown. Have you noticed the clothing? — casual but clean with flight overalls, etc. There is someone with a clipboard checking off the flight and everyone is happy. Oh boy, what an image of well-being. Dentyne is selling the "Sizzle". Even though we may ridicule the reality of the commercial's content, the image is a "good impression", a delightfully happy occasion.

You'll tell me that Somfay wants it too organized, why can't I be my scruffy casual self, etc. Of course you should relax; however, if you are the star hero intro-pilot-in-command, remember the image you are trying to project.

COMING UP

Future articles will deal with brochures, newspapers, news releases, paraphernalia, events, PR stunts, politics, helping each other and rewards. There are many other ways to attract and keep members — please share your ideas with each other in this column. Thank you for your involvement in advance.

I repeat, there are many latent glider pilots out there, more than enough for all our clubs to handle. All we have to do is show them we need them and care for their patronage. □

OPINIONS

continued from page 3

- You will want to modify the transmission as Eric mentioned, to transform it to a semi-automatic. However, the winch will still be easier to drive on the highway than one with a manual transmission.

- Drive your self-propelled winch to the launch position. Remove the drive shaft from the rear-wheel axle and connect it to the drum-axle. Connect the winch tiedowns and window screens and you are ready to roll gliders into the sky.

There now, wasn't that quick and easy? And well it should be, considering the experts in Detroit are providing the ignition wiring, the braking system, the throttle and transmission linkages, the winch driver protection, the engine and accessory protection, the frame, the seats, the heating and cooling systems, the dashboard, etc. etc. Building these items takes more time than the ones mentioned above.

If the truck does not come with a tach it would be a very good idea to add one; or add a tension measuring device such as

the one suggested by Eric. If you design the fairlead to be removable, you should have little difficulty certifying your self-propelled winch for the road. Add a trailer hitch and you can haul a glider with you as you go off adventuring to promising new soaring sites.

One note of caution: avoid the tendency to overbuild. Winches of the past were built by backyard ironmongers that used the cheapest stuff they could get their hands on. There was, and is, no need to use 6" I-beam or 4" angle iron to satisfy strength requirements. It was used because it was cheap and every junkyard had lots of it. From our experience at Bluenose, we know that the normal 1-ton truck frame is more than strong enough to handle the loads imposed. If you doubt this, go look at the kind of thickness of the material used by Schweizer or anyone else to mount the c-of-g hooks in their gliders.

George Graham
Resolute Bay, NWT.

George tells me he has been writing a lot lately to make the time pass, but that time natural goes faster up north anyway since the lines of latitude at 75 N are much closer together than at 45° N...

THE EXECUTIVE DIRECTOR'S DESK

Jean Matheson Executive Director

Since the March Annual Meeting several matters of interest have occurred in National Office.

Susan Gely, our office secretary for just a little over a year, resigned to accept a position with greater remuneration. A new secretary, Jo-Anne Hagar, has been hired and will commence work June 24th.

We are fortunate in obtaining, through Opportunities for Canadian Youth, the services of Marc Robb. Marc comes to us for work experience, and is paid by the Federal Government during this year's term. This is of great assistance to SAC at this time as Marc has been fully employed in-putting information on the computer. His term of office extends until April 1986. It is expected that upon termination of Marc's work experience program, SAC will be provided with another person under the OCY plan.

The office is moving but we're not changing our address. We are merely moving across the hall to a larger area which will be shared with the RCFCA. It is anticipated that this move will be beneficial to both Associations as we will be in a position to share services and information.

The insurance premiums have come in very promptly this year. However membership fees have been somewhat more tardy. Remember that insurance coverage and membership in SAC go hand-in-hand. By the time you receive this issue of **free flight**, all clubs and private owners should have

their insurance cards. If you have not yet received yours, please let National Office know.

Membership cards will be mailed during the month of June. It has taken a little longer to "educate" the computer to accept the cards, but we are now in the process of running them off.

Only those members who have paid 1985-86 fees will be receiving this issue and future issues of **free flight**. Issue No. 3/85 was the last one covered by the 1984-85 fees.

Several members have asked about the computer hardware installed in National Office, and the software we are using. The hardware is IBMpc and the software is WordStar 2000 and Database III. Manuals, forms etc. are using WordStar while the membership list and insurance program are on dBase. Until these programs are fully used and understood, it is not planned to introduce our accounting system. The auditor's advice is being sought in regard to the appropriate accounting package.

At the time of preparing this for **free flight**, not very many orders have been received for the German gliding calendar. As we wish to place the order late summer for early fall delivery, it would be wise to send orders together with payment (\$15.00 per calendar) to National Office soon so as to avoid disappointment. To save large postage costs, I recommend that clubs send in a bulk order. □

TRADING POST

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SKYLARK 3D, wings recovered with Ceconite in 79, A-1 condition, always hangared, super visibility canopy, 2 varios, netto, chute, trailer. Over 30:1 L/D. Asking \$7,500 Tom Grayson (519) 439-1356 or Ed Asche (519) 685-3341.

TERN, 33:1, 135 hrs TT, electric vario, Radair 10s radio, covered trailer. Must sell, no reasonable offer refused, Harold Cook, Lethbridge (403) 328-5766.

DUSTER, C-GZBK, 91 hrs TT, L/D 28:1, see photo in Soaring Instruction Manual, page 22. Cambridge vario and audio, Sage mechanical vario, TE with gust filter, Alpha 100 radio, g-meter, chute, barograph, wing and tail covers, partly open trailer. In excellent condition but must sell, \$6900. John Bandorf, 18 Emerald Grove Drive, Winnipeg, Man. R3J 1H2 (204) 889-6343.

Ka6CR, current CofA, sport canopy, chute, radio, audio, 02, metal trailer. \$7000. Grant Phillips, (604) 255-0054 or (604) 985-2079.

Ka6CR, C-FKJO, excellent condition, new paint, complete history, basic instruments, enclosed trailer (Alum. covered wood), CofA to Dec '85. \$7900 Bayside 990 radio available at extra cost. Kurt Moser, (519) 966-1656 ext 402 (Bus. weekdays) – leave your number if I'm away.

Ka6CR, CF-RWO, Standard instruments including turn & bank, Genave 100 radio, 02 with A8A diluter demand regulator, chute, enclosed aluminum trailer. Fresh CofA to Aug 85. \$10,000. Boris Karpoff, 14 Elmwood Avenue, Senneville, Que. H9X 1T4. (H), 366-1921 ext 2468 (B).

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HP11A, C-FRNN, easy to fly and rig, flap/aileron interconnect. Improved flap profile gives excellent climb and high speed performance. Cambridge with audio, Winter vario, TE, Radair 10s. Easy-towing enclosed trailer, \$14,000. Murray Shubaly (613) 584-2888.

LIBELLE H301, C-FYFL, excellent condition, never damaged, contest equipped. Cambridge mini-vario, MK II audio speed director, integrator, radio. Sealed ailerons and flaps, drag chute, factory trailer. \$19,000. Bill Sikma, 3054 Viewmount Rd., Oakville, Ont. L6L 5M7 (416) 827-6917.

1-34, #49, 915 hrs TT, 02 system w/o mask, orange paint. \$14,000. Adrien Vallieres, 176 N.D. Fatima St. Laval, Que. H7G 3Y3 (514) 669-4266.

STD. CIRRUS B, CF-DFN, #254G, 800 hrs TT, never broken. Basic instruments (ASI in kts), PZL vario, blue tinted canopy, trailer. \$16,800. Stu Pritchard, 5979 Silveridge Dr NW, Calgary, T3B 3S5 (403) 247-0173 (H), 264-4653 (B).

RS-15, C-GAYN, always hangared, safe landings with 90° flaps. Filled and contoured wings, wing and canopy covers, tinted canopy, 02, chute, gell-cell power, rugged trailer, radio, Cambridge vario/audio/netto. Easy 2-person rigging \$16,000. Colin Bantin (416) 483-9608/9401.

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JANTAR STD 2, C-GBRP, 360 hrs and never damaged, top condition, full instrument package includes T&B, Radair 360, diluter demand 02, and many extras. Alum. trailer. \$27,000. Contact Gilles Boily, 622 Rue Beaucourt, Que. G1P 4A7 (418) 872-3017 or 844-4475 or Pierre Rochette (418) 651-2939.

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FIONA TRENT, where are you? Still flying? Write and share your address. Loraine, c/o free flight.

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RADIOS Bayside 990-5, very low current drain, 90 channel. Works OK but a few crystals missing. \$300. Water damaged Genave Alpha 100. Not working. \$25 or offers? Contact Jim Oke (204) 888-4896.

VARIO, Ball 703 vario/speed director with audio, **RADIO**, Genave Alpha 360, **DILUTER DEMAND** 02 system (brand new), aluminum **TRAILER** electric T&B. Stu Pritchard, (403)247-0173 (H), 264-4653 (B).

BLANIK TRAILER, in very good condition. Contact Gilles Boily, (418) 872-3017 (H), 844-4475 (B).

BAROGRAPH, Winter, with accessories. Like new condition. Gilles Boily, 622 Rue Beaucourt, Que. G1P 4A7 (418) 872-3017 (6-7 p.m.).

GLIDERS DELIVERED. Does anyone need to have a glider or trailer moved? Can drive almost anywhere for reasonable expenses. Call Tony Burton at (403) 625-4563.

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COMING EVENTS

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Jul 16-25, **Canadian Nationals**, all classes. St-Raymond, Que, sponsored by the Quebec Soaring Club. For info contact Alex Krieger (418) 681-3638.

Jul 27-Aug 5, **Cowley Summer Camp**, Canada's best and biggest soaring party — mountain/thermal/wave soaring, camping/swimming. Sponsored by the Alberta Soaring Council, contact Kevin Bennett, (403) 253-0063.

Aug 5-11 **Western Instructors School**, Vancouver Soaring Assn. **Applicants must contact the course director immediately in order to receive the course material in time to study it prior to the school.** Director is Al Sunley, 1003 Keith Rd, Sherwood Park, Alta T8A 1G2 (403) 464-7948, 463-2619 (B). Applicants must be recommended by their CFI. The fee, which includes manuals and training cassette tape, is \$125.

Oct 12-14, **Cowley Wave Camp**. Host: Alberta Soaring Council. Facilities usually open a few days earlier. Contact Kevin Bennett, 92 Millbank Close SW, Calgary T2Y 1C8 (403) 253-0063.

Mar 7-8, **1986 SAC Annual General Meeting**, Vancouver, BC

the fine print

If you want to write a letter to the FAI Badge chairman, you better check his new address on page 20 (or on this page).

1986 Segelflug Bildkalender

The best soaring calendar in the world!

12 superior colour prints are reproduced in print quality on 19 x 11 inch heavy stock. On the reverse of each photo is a description in English, French, and German.

SAC has acquired Canadian rights to this excellent calendar, and will order a minimum of 300. At \$15, (plus 7% in Ont.) we will be selling it at 33% below the current US price of over \$20 Cdn.

You are advised to order NOW to be sure of getting a copy, and clubs are asked to bulk order if possible to speed handling and save postage. This is the last opportunity for SAC to generate a minimum order, so don't miss this great deal! (SOARING, Nov '84, page 17 shows the '85 Bildkalender.)

\$15

You are going to get some calendar for your wall

WHY NOT GET THE BEST?

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 March 28, 1985 and May 31, 1985.

GOLD BADGE

217 S. James Lewin Air Sailing
 218 Adolf Niedermeier York

SILVER BADGE

711 Edward G. Savage Montreal

DIAMOND GOAL

Adolf Niedermeier York 302.8 km Std. Libelle Tocumwal, Australia

GOLD DISTANCE

Adolf Niedermeier York 302.8 km Std. Libelle Tocumwal, Australia

GOLD ALTITUDE

Robert Minchin Cold Lake 3261 m Libelle 301 Cowley, AB
 S. James Lewin Air Sailing 4328 m Grob 103 Shifflet, NC

SILVER DISTANCE

Edward G. Savage Montreal 94 km 1-26 Hawkesbury, ON

NEW FACES



Jim Oke
 Chairman,
 Sporting Committee

When a member of the Montreal Soaring Council, Jim flew his first solo flight at Hawkesbury in 1970. Since then he has accumulated over 700 hours of powerless flying time along with close to 4000 hours "other" as a pilot with the Canadian Armed Forces. During a posting to Germany to fly the CF-104 Starfighter, Jim acquired his trusty Standard Cirrus "JO" and began his competition gliding career. Since returning to Canada, he has flown in numerous National and Regional competitions and has also crewed at two World contests. Jim is a member of the Winnipeg Gliding Club where he tows, instructs, and serves on the club executive.

Jim hopes to continue the work of his predecessors in strengthening SAC's cross-country and competition programs and to try to bring these very interesting aspects of soaring closer to the grass-roots level of Canadian gliding. He notes that, although politics has unfortunately interfered with the participation of Canadian pilots in world competition in the past, the future is brighter and that hopefully our pilots will soon be able to test their skills against the world's best. As in many other areas, he feels there is every reason for Canadians to confidently enter world class competition and do well.

Jim welcomes comment and suggestions from all interested individuals or organizations. His address is shown in the list of committee chairmen.

Campbell

Printer ad,
 Ottawa

CROCODILE CORNER

Blanik, April, Bulkley Valley. Ground-loop. No claim.

Lark IS29D2, C-GTBL, 28 April, Vancouver. Rudder ripped off in windstorm when gust-lock failed. \$500-1000.

1-26, CF-ZCO, 4 May, SOSA. Overshot runway and hit tree. Pilot OK. Probable write-off, \$10,000.

Blanik, 25 May, SOSA. Hit tree tops on approach and stalled onto ground. Rear pilot OK, some injuries to front seat occupant. Possible write-off, \$10-15K.

1-26, CF-QVU, 29 May, Caledon. Overshot runway and ground-looped. Pilot OK. Possible write-off. \$10K.

Blanik, CF-FYR, 2 June, St. Raymond. Spun-in off a low rope break following a spoilers-out launch. Pilot sustained multiple injuries. Write-off, possible liability claim only.

LS-1, C-FSLA, 2 June, MSC. Possible liability claim from spectators damaging crop on LS-1 landing out.

