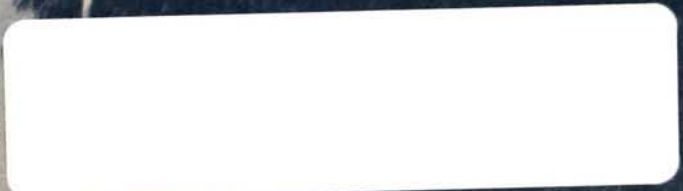


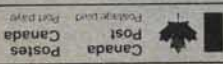
free flight

May/June, 1980



Third class
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8945





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Editor: **Mark Perry**

Associate Editors:
Lloyd Bungey - Overseas News
Peter Masak - Hangar Flying
John Bachynsky - Club News

Advertising:
Bob England
60 Glenmore Crescent
Bramalea, Ontario L6S 1H8

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Box 18, R.R. 1
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K0A 2E0

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the authors.
— The Editor

COVER PICTURE

Skylark 2: Picture — D.W. McKay



President's Notes

The publication of this issue of Free Flight and the writing of this report were delayed until after the SAC Annual General Meeting which was hosted by the Gatineau Gliding Club 14-16 March 1980. This Free Flight issue itself breaks new ground in that it is the first issue for some years to be published without government support. The Board of Directors hopes that this break with past ties heralds a new era for Free Flight with much-reduced turnaround times to improve the topicality of the information presented to the membership.

The 1980 SAC Annual General Meeting

Several significant proposals were placed before the membership by the Board of Directors for resolution at the AGM — firstly to employ an executive director for the SAC and secondly, the 1980-81 SAC budget and the associated membership dues structure which would be necessary to support this budget without Federal government assistance. In addition, revised SAC by-laws were presented for adoption by the membership and a formal affiliation with the Manitoba Soaring Council proposed. All proposals were approved by the delegates.

Major activities of the year were summarized in the President's report, the secretary's report and the committee chairman's reports. These make for instructive reading as they provide an insight into the extent and effectiveness of the volunteer effort which sustains the SAC through its Board of Directors and its eighteen standing committees.

Complementing the formal business portion of the AGM were structured sessions on Insurance, Membership, Funding, Publicity, Instructing and Safety, Technical Committee issues and Club Competitive Flying. All were well worthwhile with expert panel members and members from the floor entering into constructive dialogue on the topics under discussion. This new format for and AGM is worth repeating in future years. And, of course, the social evening and the Annual Dinner fulfilled their traditional and important roles in allowing the delegates to meet and exchange news, views, and pleasantries.

The SAC Executive Director

I am pleased to report that the membership agreed decisively at the AGM with the Board of Directors that it was now neces-

sary to employ an executive director, even without Federal Government support. This was a significant decision which not only places our association in line with other comparable sport governing bodies in Canada and abroad, but is also indicative of the recognition by the membership at large that the Association, for the good of soaring in Canada, must assume the necessary additional responsibilities associated with the growth of soaring in our country.

The Association now has the opportunity to undertake new and significant initiatives, in particular with regard to the closely interwoven aspects of membership, publicity and funding. I ask the membership to review the responsibilities of the executive director listed in the AGM membership mailing and to send in suggestions for specific activities in these areas that you would most like to see undertaken. In this way, some of the early efforts of the executive director can be focussed on those areas of most immediate interest to the membership.

Federal Government Support

The Federal Election intervened before resolution of Federal Government support to the SAC could be achieved. The Board of Directors is continuing its efforts on the Association's behalf with the new government. The past support and response from the membership on this issue was effective in softening the previous government's position and in obtaining the support of many Members of Parliament, in cabinet, in government, and in opposition. Hopefully this support will continue and finally achieve the reinstatement of Federal Government support for our sport.

Committee News

Glenda Stark has had to resign from the chairmanship of the SAC Publicity Committee because of additional personal commitments which do not leave her enough time to do justice to this important task. Thank you Glenda, for a job well done during the past year.

Bob Gairns, after years of pulling together Canadian Soaring Statistics and looking after the Trophies Awards has resigned as chairman of the Statistics and Trophies Committee. Bob, your quiet and effective contribution not only on this committee but also to soaring in general has been appreciated by the membership. Thank you.

Members interested in taking on either committee task should notify Terry Tucker.

The new chairman of the History Committee is Christine Firth. In addition to taking over this committee from Chem LeCheminant, Christine produced the SAC soaring brochure in time for the 1980 Soaring Season. I am sure that the membership will agree that the high quality of this publicity brochure will help attract new members for each of our clubs.

The Medical Committee is alive, well and active. My apologies to Dr. Wolf Leers for inadvertently omitting this committee from the AGM information mailing.

Jim Henry, chairman of the Technical Committee notifies us that the Jantar 2A has received Canadian Type Approval. This was the first of the Eastern European gliders evaluated by the Department of Transport rather than by the SAC Technical Committee. (Thus, please do not blame the SAC Technical Committee for the long time required to achieve type approval.)

The SAC welcomes new SAC Zone Directors Lloyd Bungey (Pacific), Tom Diening (Alberta) and Dave Collard (Prairie) who replace Christine Timm who has served three years, Rick Matthews, two years, and Dr. Jeff Tinkler, two years respectively on the Board of Directors. The outgoing directors deserve our thanks for dedicated efforts on behalf of the Association. Karl Doetsch was reelected as SAC Director-at-Large and subsequently at the Directors Meeting, as President of the Association. Tom Diening was elected Vice-President.

Finally Don Dunn, Gatineau Gliding Club is preparing computerized membership listings for the SAC this year. His services will considerably relieve the load carried in past years by T. Tucker in this area.

The Future

The membership, through its approval of the employment of an Executive Director this year has given a strong signal to the Board to continue its efforts on behalf of soaring in Canada. The next two or three years should see the benefits of this decision become apparent. The Association is continuing to follow its long-term development plan. Thank you for your support.

Good Soaring.
K.H. Doetsch
President.



Tony Doherty (Schweizer Aircraft), Terry Tucker (Secretary).



Jeff Tinkler (past Prairie Zone Director), Christine Timm (past B.C. Zone Director), Mr. Richardson (MOT) guest speaker.



Rick Matthews (past Alberta Zone Director), Mrs. Karl Doetsch.



Brother Harmisdas (guest), Jessie Milc and Richard Tucker, (Gatineau Gliding Club).

The S.A.C. Annual General Meeting 1980

Ottawa was the site of this year's SAC-AGM and events on the program included a reception on the evening of March 14, panels on March 15 and 16, the AGM itself on March 15 and a banquet the same evening. Hosting the weekend was the Gatineau Soaring Club.

At the AGM proper the delegates (a) accepted the minutes of the 1979 meeting (b) accepted the reports of the SAC Commit-



President Karl Doetsch presents posthumus Certificate of Merit to Mrs. John Agnew.



Tony Burbon receives a Certificate of Merit.



Alex Kreizer (Quebec Gliding Club) presents Certificate of Merit to Brother Harmisdas (Buckingham Gliding Club).



Lloyd Bungey looks coy while Jeff Tinkler admires (?) beard.



President Karl Doetsch presents Ball & Chain Trophy to Walter Piercy.

tees and individuals, including the financial statements for 1979, and received the report of the President, (c) approved a 1980-81 budget which included provision for an executive director for the Association (d) approved a fee structure for 1980 of Full Member \$40., Associate Member \$30., Junior \$30., couples \$70., Corporate \$60. and individual \$40. (e) sanctioned By-Law No. 2 of the Association which would cause an amendment to the letters patent. This by-law dealt with the name and objects of the Association, the authority of directors to delegate borrowing powers, and the disposition of assets in any dissolution or winding up. (f) approved a revision of the by-laws by approving a new general by-law (g) approved a resolution that SAC agrees to affiliate with the Manitoba Soaring Council in accordance with an October 1979 resolution of the Board, (h) appointed auditors (i) received the results of the election of three zone directors (see Pres. Notes) and elected K. Doetsch as Director-at-Large, (j) received a correction to an issued announcement on the 1980 Nationals and were informed of the need to determine locations for regionals and the 1981 AGM, (k) under other business were advised on questions dealing with videotapes, the rate for hull insurance for 1980, and the payment of hull insurance premiums, (l) adjourned.

The AGM was well attended and most delegates and their colleagues took advantage of the opportunities afforded by the chairman for discussion. This made for a long and sometimes complicated consider-

ation of the items on the budget and the executive director, the 1980 fee structure, and the new by-laws. Considering the importance of these subjects this was not surprising, but the very length of debate ensured thorough review and understanding of the motions before the meeting, and made for educated voting when the time came. Debate was forceful but not acrimonious, and the meeting progressed to its conclusions helped by a solid performance in the chair by K. Doetsch, aided by his colleagues at the head table.

During the weekend five panels were held. Four — on insurance, safety and instruction, technical and club competitive flying — lasted 45 minutes each. These panels were chaired by senior SAC Committee members supported on occasion by other experts. The general format used in the panels was a brief introduction or commentary from head table personnel followed by a question period. The panel on SAC's Future Funding and membership lasted an hour and a half, and was aimed at preparing delegates for consideration of the budget, executive director and fees questions in the formal business session. In this panel the commentary was somewhat longer but again a question period was provided. Introductory comments generally were on items of critical concern to the panel's subject matter, and questions were wide ranging, reflecting the diverse interests of the delegates.

The panel sessions were designed to encourage more organized discussion with

the delegates and attendees outside the formal business part of the meeting. They were a real success and certainly met the design requirements of their originators. Outsiders made real contributions to the panels, and it is to be hoped that the panels will be repeated at future meetings. If the overall program permits even more time for questions would be welcome.

The Saturday night banquet at which the various awards were presented was a relaxed and fun affair. It was concluded by K. Doetsch who gave an interesting commentary on a series of slides dealing with the Space Shuttle Orbiter.

Once again the banquet, the reception and the many informal sessions throughout the weekend provided valuable opportunities to mix and chat with knowledgeable pilots, instructors and people involved in the sport of soaring.

All AGM's are important in the legal sense. However, the 1980 AGM was especially important in that it had to face decisions that could enable SAC to become stronger and more effective. In that the meeting was satisfactorily completed and the necessary decisions were made it was successful. However from the longer term viewpoint success will probably be influenced and depend on implementation of the decisions and the intelligent interest of the clubs in the process. A detailed record of the AGM will be available in the near future.

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1980 NATIONALS

"The Alberta Soaring Council in conjunction with the Soaring Association of Canada will be holding the 1980 Canadian Nationals at the Claresholm Airport in Claresholm, Alberta. Located 124 kilometers south of Calgary on Highway #2, Claresholm offers substantial camping and motel facilities only minutes from the airport.

Alberta will be celebrating its 75th Anniversary and as such, many local events are planned in conjunction with the contest. The world famous Calgary Stampede will be running between July 4th until July 13th. After the Nationals, the Cowley Wave camp will provide contestants with an opportunity to try one of the safest and consistent wave sites in North America.

The Alberta Soaring Council expects to run three classes; Unlimited, 15 metre restricted and 15 metre unrestricted. Locked flaps in the 15 metre restricted class will not be permitted. We also propose the use of a 100-knot max. speed limiting start gate.

The dates are:

Practice Days — July 6, 7, 8, 1980
Competition — July 9 - 19th inclusive

An entry fee of \$100.00 Canadian is required.

We would also like to point out that 1979 provided us with exceptional soaring, 12,000 ft. cloud bases, 10 knot thermals,

cheap gasoline and exceptional visibility.

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Box 18, RR 1
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K0A 2E0

HANGAR FLYING

MU-27

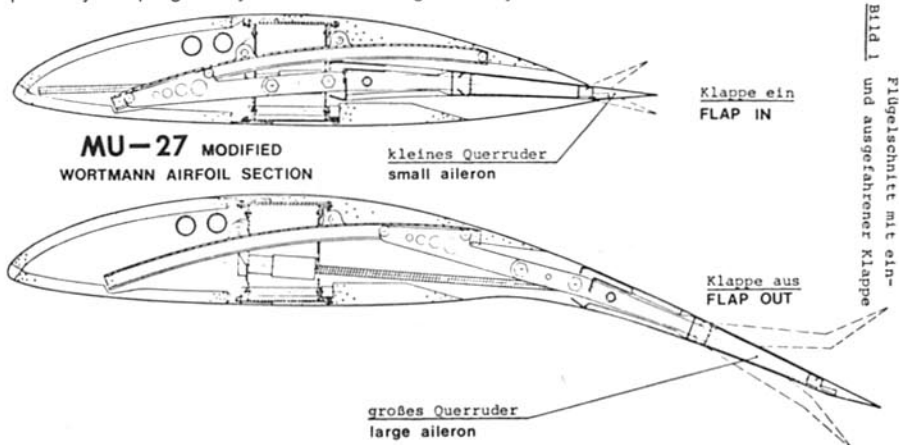
Munich Akaflieg's MU-27 has completed its first season of test flying, successfully ending a ten year development period. This unbelievably complex 22-meter sailplane sports a variable geometry wing that allows a variation in the wing loading of 36 percent.

The variable geometry concept has previously been tried, though not always successfully with several sailplanes like the South African BJ-4, the British (and now Canadian) Sigma, and most recently the Braunschweig Akaflieg's SB-11. The SB-11 proved the concept when flown to first place in the last world championships. It also proved to be incredibly expensive — 20,000 hrs. of labour and \$61,000 worth of materials went into the project. A similar outpouring of effort and money has gone into the MU-27; student labour input is estimated in the tens of thousands of hours.

The plans for the aircraft have been sold to a firm in Luxembourg for 40,000 DM, to

help finance the student group's latest brainchild, the MU-28. Glasflugel is reportedly keeping an eye on the Akaflieg's

newest design, with the intention of certifying it and producing the sailplane in quantity.



MU-27 in flight with flaps extended (Photo by Akaflieg Munchen).

MU-27 At hangar near Munchen, West Germany.



Sailplanes took roost in arenas and shopping malls in the off-season to promote soaring in Canada. Tony Burton's RS-15 was on display at, or above, the Ottawa Sportsmen Show in February, decked out

with SAC banner and a familiar passenger — that's Snoopy riding above the centre section.

In Winnipeg, a Standard Cirrus belonging to Jim Oke of the Winnipeg Gliding Club

was the showpiece of the St. Vital Shopping Centre's "Sky's the Limit" mall display in April.

Photos: Winnipeg — R. Higgins Ottawa — I. Divall



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GOLD BADGE

163 Peter Masak York

SILVER BADGE

551 Yvon Saucier Quebec
552 Frank Robinson Erin
553 Donald Rowe Cu-Nim
554 Peter Walmsley Bonnechere
555 George Sebele Windsor
556 Pierre-Julien Parent Independent
557 Kevin McAsey York
558 Derek Kirby Erin

DIAMOND LEGS

GOAL

Jonathan Trent MSC
Geoffrey Alcock MSC

ALTITUDE

Spencer Robinson SOSA
Peter Masak York
Donald Rowe Cu-Nim
Lee Fasken York
Connie Petrunka York (or Erin)
Thomas Ulitz Erin

GOLD LEGS

ALTITUDE

Len Gelfand, GGC
Adolf Niedermeier York
Derek Kirby Erin
Connie Petrunka York
Michael Baker York

SILVER LEGS

DISTANCE

John Towers ESC
Stephen Stober MSC
Pierre-Julien Parent Independent
Dan Petersen Independent

ALTITUDE

John Towers ESC
Stephen Stober MSC
Jean Provencher Quebec
Jean-Guy Bernier Quebec
John Malby SOSA
John Hache Quebec
Len Gelfand GGC
Calvin Devries Windsor
Tony Brett Certified to Eng.
Dan Petersen Independent
Elizabeth Boesch Air-Sailing
Adolf Niedermeier York
Gordon Hopkins SOSA
Derek Kirby Erin
Jean Kirby Erin
Connie Petrunka York or Erin
Peter Allen Erin
Andrew Johnston SOSA

DURATION

Doug Bremner SOSA
Michael Baker York
Joseph Blankier SOSA
Len Gelfand GGC
Percy Yungblut York
Calvin Devries Windsor
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HANGAR FLYING

Make It A Carlsberg

The distinction of making his second beer commercial in a decade goes to Jim Carpenter of Toronto, who should by now be a familiar face on national television. Jim borrowed back his trusty Libelle to make the Carlsberg commercial; he didn't need a stunt man to do the aerial work. The widely varying weather during the two day shoot provided him with a second honour — that of being the first person to report soaring over lenticular clouds in Southern Ontario.

The wave clouds formed as if by divine command just as towing for one of the sequences was underway; in spite of being laden with a draggy 35mm camera, Jim managed to milk some altitude out of the wave. Some of the 30 odd people on the ground were also flying high. On Carlsberg, that is. Supporting crew and members of York and Caledon gliding clubs were treated to free beer and wine in the Caledon clubhouse. The indoor pub scene was shot inside the homely remodelled barn-turned-clubhouse, with Jim acting as 'hero'. Several actors helped celebrate, and with a mug of Carlsberg in hand, managed to laugh at **every** one of Jim's jokes.



Blindfolded subject on a turntable undergoing tests to measure resistance to accelerations.

Sailplane Training

Medical researchers in Hanover, West Germany have conducted balance training studies that they feel closely resembles the training of the equilibrium sense that a glider pilot acquires through his long duration circling in thermals. They have concluded that the effect of training is dependent upon:

1. Age
2. Number of years flying
3. Flight hours

The results also suggest that after three or four minutes after thermal entry, the glider pilot has reached the point where he is most capable of adapting to changing accelerations. About 15 minutes after the start of circling, fatigue begins to cause the pilot to lose his ability to maintain his sense of balance, and it would be wise at that point to fly straight and level to permit recovery.

This has important implications for student training. The glider pilot who is only permitted to fly about for short five minute hops does not adapt to the flight environment readily and it is suggested that instructors expose their students to thermalling flights early in the flight training stage.

For contest pilots, the study goes further to suggest that no training improvement is evident unless the pilot flies at least 30 hours/year.

High Speed Turnpoint Photography

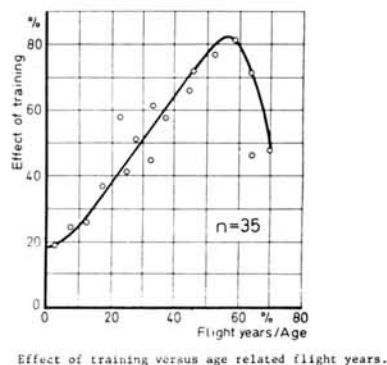
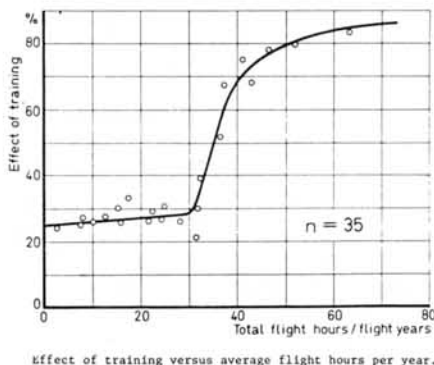
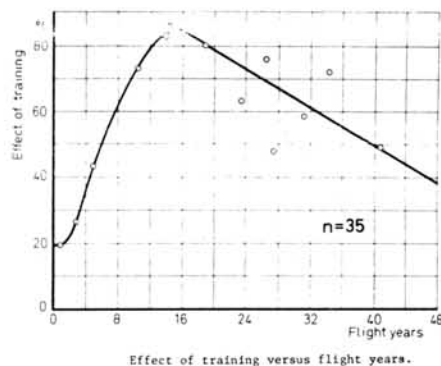
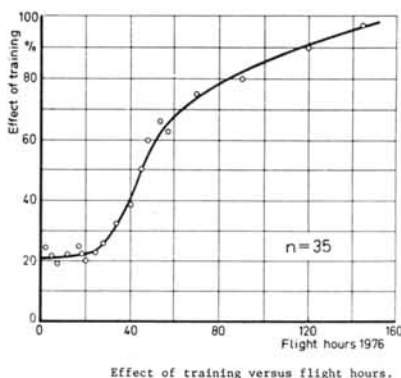
Hosts of this summer's National competition at Claresholm, Alberta can expect the shortest turnaround time ever in turnpoint picture taking. Insiders have revealed that the Canadian Armed Forces will be deploying a photo-reconnaissance "mission" to each of the turnpoints, in preparation for the contest. Photos of the turnpoints are traditionally provided for each competitor, who in turn must duplicate the picture.

A Kodak Instamatic, a sailplane, and 300 km of cross-country experience are the only prerequisites for this year's Nationals; if you haven't yet registered, contact:

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(H. 403-242-4726)

Rainer Zimm
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T2H 1Z2

Save \$50 by sending in the \$100 entry fee before June 1, 1980. Dates for the contest are July 9th to July 19th, with 3 prior practice days if you need them.



FLY FOR

The Canadian Team for the 1981 World Championship needs your help! Not only can you be a big help, but you can have lots of fun and also give your friends a chance to participate. Regardless of your status, be it student competitive pilot, old dog or anything else you can raise money for the Canadian Team by participating in

the Fly for Canada event.

Dates for this event have been set as the June 21/22 weekend as the primary days, and June 28/29 as the alternate if the weather in your area should fail to cooperate. You can take part on a time or distance basis, it's your choice. Enter your choice on the entry form and specify a maximum so

that your sponsors don't get stung beyond their expectations. For example, if you select the time base and you expect to get approximately \$5 per sponsor then 10 cents per minute with a 60 minute maximum will do the trick. If you select the distance base and are reasonably certain you can do 150 km then 4 cents per km to 150 km maximum

Pilot & Club: _____

The undersigned supporter of the Canadian National Soaring Team pledges to pay the amount indicated per km/min. flown by the pilot to the maximum shown. All funds raised shall be forwarded to the Treasurer, Canadian

Name	Address	Cents per km/min.	Maximum Contr.

CANADA

will do the trick.

If you are a student or a recent solo pilot, simply adjust the amounts to your capability. If your average flight time is 20 minutes, charge your sponsors 25 cents per minute to a maximum of 25 or 30 minutes. In any case, try to get about \$5 per sponsor, and

make an effort to get 10 sponsors. In that way, no one has to do a lot of work, no one person is asked for a high contribution, and everyone can have fun and be useful at the same time. Don't overlook the probability of corporate sponsors, such as your employer and aim for between \$50 and \$100.

The names of the three best fund raisers in each club will be published in *Free Flight*, as well as the club in each region which achieves the highest total. Get behind the Canadian Team, Fly for Canada on June 21/22, 1980.

A.O. Schreiter

Basis: Distance km/ Time Mins.

World Contest Committee, and be used to assist the Canadian Team attending the 1981 World Soaring Championship at Paderborn, West Germany.

Name	Address	Cents per km/min.	Maximum Contr.

Chateauroux Memories

It may seem a long way from the last, and a long way to the next World Championships, but here as a reminder to support the Canadian Team are some photos from the World Championships at Chateauroux taken by Graham Beasley.



John Firth in a Cirrus 75 dumps water crossing the finish line.



Herb Mozer of USA in Standard Class.



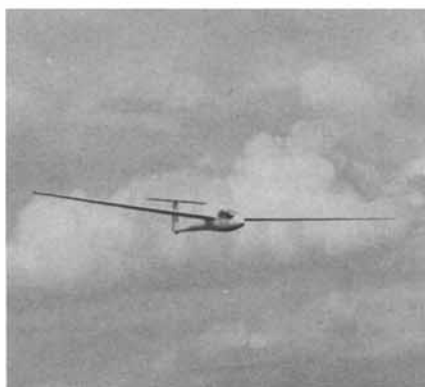
Open Class winner George Lee of England dumps water streaking across the finish line.



The shape of Things to Come? SB-11 Flown by Helmut Reichmann, West Germany, who won the 15m class and was the first person to win three championships in five contests (World).



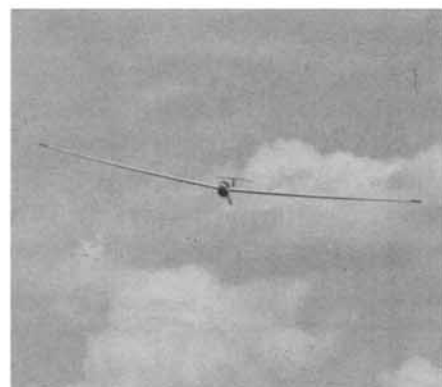
A brush fire that may help a needy pilot find lift to make it home.



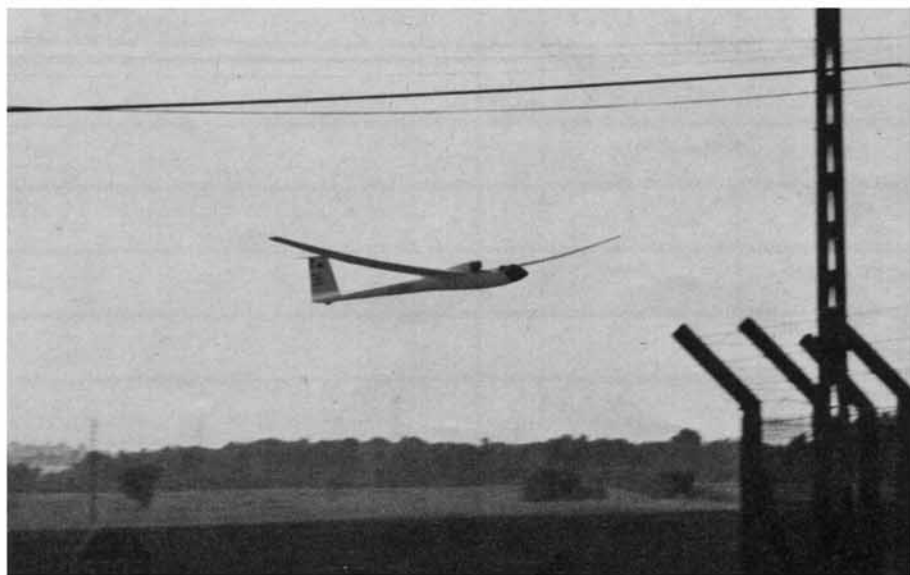
Michelle Mercier, France, in a Cirrus 78 leaves cu behind and heads in to finish.

CONCURRENTS			EPREUV	
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CD	CARPENTER	CDN	2	936
SB	SELEN	NI	5	924
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MM	RECULE	F	7	900
AR	RIZZI	RA	8	879
AA	RIERA	RA	9	877
US	MOZER	USA	10	863
RR	MERCIER	F	11	854

Day seven of standard class shows excellent Canadian results.



Low final — J. Widmer for Brazil in ASW-20.



Malcolm Brinks, Australia, displays some brinksmanship. He is so low and fast he is pulling up to clear the wires — the fence is the

field boundary and he has about 1 km to go. (Graham also says to note the French "Stop" sign.)

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Newfoundland Soaring Society, c/o Mr. J.J. Williams, 57 Boyle St., St. John's, Nfld.
A1E 2H5

Quebec Zone

Aero-Club-des-Outardes, 1690 Chemin St. Damien, Ville St. Gabriel-de-Brandon,
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Appalachien Soaring Club, Box 271, Sherbrooke, P.Q. J1H 5J1
Ariadne Soaring Inc., 735 Rivière aux Pins, Boucherville, P.Q. J4B 3A8
Association de Vol à Voile Champlain, 192 Highfield, Mont St. Hilaire, P.Q. J3H3W5
Buckingham Gliding Club, c/o 8 - 365 St. Joseph Blvd., Hull, P.Q. J8Y 3Z6
Club de Vol à Voile Asbestos, 379 Castonguay, Asbestos, P.Q. J1T 2X3
Missisquoi Soaring Association, Box 189, Mansonville, P.Q. J0E 1X0
Montreal Soaring Council, Box 1082, Montreal, P.Q. H4L 4W6
Quebec Soaring Club, Box 9276, Ste. Foy, P.Q. G1V 4B1
Club des Planeurs St-Jean Inc., 900 Boul. Séminaire, St-Jean, J3A 1C3

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5L5
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Base Borden Soaring Group, Mr. G. Popodyne, CFB Borden, Ont. L0M 1C0
Bonnehoch Soaring Inc., Box 1081, Deep River, Ont. K0J 1P0
Central Ontario Soaring Association, Box 762, Peterborough, Ont. K9J 6Z8
Chatham Air Cadet Gliding Club, 561 Lacroix St., Chatham, Ont. N7M 2X1
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Lakehead Gliding Club, Box 161, Thunder Bay, Ont. P7C 4V8
London Soaring Society, Box 773, Station B, London, Ont. N6A 4Y8

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Rideau Valley Soaring School, Box 93, R.R. #1, Kars, Ont. K0A 2E0
SOSA Gliding Club, Box 654, Station Q, Toronto, Ont. M4T 2N5
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Alberni Valley Soaring Association, Box 201, Port Alberni, B.C. V9Y 7M7
Bulkley Valley Soaring Club, Box 474, Smithers, B.C. V0J 2N0
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Vancouver Soaring Association, Box 3651, Vancouver, B.C. V6B 3Y8
Wide Sky Flying Club, Box 6931, Fort St. John, B.C. V1J 4J3



ASW 15B flown & owned by Kurt Hertwig (C.F.I. London) Soaring Society.

Shuttle Flight Shutterbugs

By Steve Harris

More correctly so, Sailplane Shutterbugs. As it applies to record-breaking attempts, this is a must and a camera is as much a part of the equipment as a barograph. Unlike a barograph, it will not take a picture of that important turn-point independent of its owner operator.

Never Leave

I seem never to tire of the National Geographic article on the 1000-Mile Glide with Karl Striedieck at the controls, but I'd hate to think that I'd go to all that trouble and come back to find I had lost out on a World's Record for the want of a well aimed shot of the turn-point.

A Camera Cocked

A newcomer to the sport of gliding I certainly am. A 'green horn' to aircraft I am not, neither am I a stranger to the art of photography. I have since graduated from the simple 'box camera' or Instamatic type cameras to the single lens reflex type, so just maybe I can give a few tips.

When Not

To a press photographer as well as a glider pilot, the cheapest item in a camera is the film. Considering we have at least 12 shots in the film or up to 36 in roll form, if you can see it 'shoot it', you may never get another chance at that shot.

In Use

I hope I will be forgiven if I seem to be treading on previously trodden territory. I

do so in ignorance of any former article. Photography is just as much an art as flying a glider and both has to be practiced regularly to be proficient.

A Weakened Spring

Almost everyone has seen the Picture Of The Year taken of the site of EXPO '67. I don't know the actual number of shots the owner of this work of art took, but I can guess at it. As an expert he had no less than two cameras, both loaded with fresh film on his person, and at 36 exposures to each roll I can imagine he shot off both magazines on that flight. Even at this, he may have paid for another flight and shot off another 72 exposures just to be sure he got The Picture Of The Year, and he did just this, HE GOT IT!

It is important to waste a whole film but get the one you want.

Results In

After we have mastered the art of handling the controls and gaining height in thermals, we should know by then the effective use of the Hor. Stab. Trim which will free our hands, for a while at least to cock the shutter and shoot. Because of the distance we don't need to bother with focus even with the most advanced camera unless yours is to be a shot of your friend in the cockpit of another glider in flight. Even at this, an Instamatic will handle this with reasonable clarity, and shooting through the canopy will introduce distortion any-

way. The average Instamatic shutterbug almost never bothers to clean the lens after a kid brother has poked a finger in to see if anything is in there, and even the most careful handler of gliders will leave finger marks on the canopy during the day's flying, so why bother about this detail, just get up there and shoot — click - click - click.

A False

You too may one day have to shoot at that turn-point so start now to practice the art using black and white film for economy. To further save on expense, have the film developed only, not printed. This way you can choose the shot you want and have this one printed and throw the rest away, or carefully file it away. Accuracy in shooting will have to come with time and experience. With a single lense reflex camera, what you see is what you get, near or far, there is no need to be concerned about parallax compensation. Even with an Instamatic type this is no problem at distances, only when close-up.

Shutter Speed!

This is a big word for a simple problem and is expressed in very simple terms, "Don't cut our heads off now Charlie!". This happens when the view finder is directly above the lens. When this happens to be on the side as most are you are only likely to cut your 'aunt Maggie' off at one side unless you turn the camera on its side like the pros with their 35 mm cameras. Otherwise forget

what I said when taking long distance shots, you won't notice the difference, and even at two wing tips distance you will still get in that cockpit shot.

Film Keeps

If we must shoot with an Instamatic type, get to know the limitations of your camera and don't borrow one for that important "record flight", it does not know you, but more importantly, you do not know IT! No two viewfinders are positioned exactly the same, and the cheaper the camera the less likely is the view finder to be exactly the same as the one you know for sure.

Add to this another factor the cropping frame used at the processor and that border line detail may just not be there when you get your photos back from the drug store.

For Ever

I am particularly sensitive to this inaccuracy even with a single lens reflex as I've taken many a shot from TV with the camera set up on a tripod and at a distance of just over three feet from the screen. The horizontal shift can be quite appreciable even with a recent overhaul by Kodak.

In The

Film speed, shutter speed, f stop (aperture setting) are only applicable to more advanced cameras and must be taken into consideration when gearing up for that flight.

The ideal situation of course is a clear bright day, otherwise a fast film should be loaded so that on a hazy day a higher f stop setting will give a good depth of field, but this in itself presents another problem. The higher the speed of film, or the ASA/DIN characteristics, the coarser the grain of the film and therefore the lesser the definition. The opposite is also true, the slower the speed of the film the finer the grain and the greater the definition. Depth of field is defined as the degree of focus between the nearest object and the next nearest to the film plane.

Freezer

A real pro will always have a haze filter fitted to his lens at all times plus a lens hood.

If nothing else, the former protects the lens from damage by the need for constant cleaning as well as cutting down on the haze effect on the final product.

The lens hood is a must way up in the sky and shooting through the canopy as this cuts down reflections.

Leave the Lens Cap at Home!

Of the many techniques used by the pros, that of "shooting" over the head or heads of a crowd is very noticeable. This is reasonably accurate when certain details are considered and used as a basis at all times.

The film tracks on a fixed plane at right angles to the lens and is maintained at a

short distance from the back and parallel to it by a pressure plate.

Using this fact as a base and the lens as a pointer, so to speak we can zero in on an object with the hand held high and get every bit of it if the distance is outside the infinity range of the camera, or 25 to 30 ft.

One of the main reasons for holding a camera to the eye is that of steadying it while shooting, as even at 1/60th of a second camera shake is noticeable. This is the usual speed of an Instamatic and is fixed. The canopy being in such close proximity can be used as a steady in place of our face even if held in one hand. With cameras of the variable settings type and shooting from the air the focus can be set at infinity and the speed at over 1/60th which would be 1/125th. The only other variable is the f stop and this will have to be set at the time of shooting. We can consider our day as a good one and present this f stop, with the exception that if we are shooting at an area over which a cloud has cast a shadow we will have to allow for this by stopping down one or two f stops. This is a pro's jargon for opening up the lens aperture or using the needle. Point the camera away from the sun or down in your lap as you are seated in the cockpit and just spot check it from time to time. It is then ready for a quick shot at the once in a lifetime chance. Be a Sailplane Shutterbug and love it!

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LETTERS

Dear Mr. Editor:

The article on Waves, by J.A. Koehler in the Sept./Oct. (1979) issue of "Free Flight" prompts me to add a few notes to the observation which he has made. I am writing about the operation at Black Forest, with which I am familiar as a result of annual visits with the York Soaring Wave Camp, over the past eight years. Mr. Koehler makes many good points, but some should be emphasized and commented on, for the benefit of others who may wish to visit that location.

First, the plans of his party to try to get wave orientation and familiarization in an unhurried atmosphere were wise. The other point rather hinted at, that one should not fly immediately after a long and tiring trip there is also very valid.

Koehler noted on his orientation flight that the wave was not glassy smooth as suggested in the books, and that they circled — presumably a no-no which was violated. An important thing to note is that waves are variable, and some are truly glassy smooth, so that you can fly hands-off for extended periods. But not all are that way, so the books and the author are both right. As for circling — note that that was done with an instructor, who presumably was familiar with the area. Unless you know the area and likely wave-producing locations, I think that circling for the beginner is unwise. Not unsafe — just that you are likely to get blown out of the back of the wave, and may never regain it, especially in a 1-26. On the other hand, about a month before Koehler was there, I flew not a circle, but a long downwind oval in a 1-26 without losing very strong lift. Not that I am a hot-shot wave pilot, but I felt confident because I had the area pretty well mapped out for wave before I attempted this. So some of the rules can be violated, but you had better know what you are doing, unless you want to take another tow very soon.

Rotor is another thing. It is probably more variable than the wave. I don't think the severity of the rotor necessarily corresponds with the strength of the wave. I've seen bad rotor and poor wave, and negligible rotor with excellent wave. The point is to be prepared for the very rough stuff. His description of his rough rotor was a mild description of what may happen. Now I know there are those who say that flying the wave is easy — they found the rotor turbulence exaggerated, and got to 31,000 feet with no sweat. Sure, that sort of thing happens frequently, but if you do find those conditions, count yourself very lucky. Don't feel superior to the pilot who had to abort the tow and flee for home because of the severity of the turbulence — he just happened to be in the wrong place at the wrong time. Rotor can and does vary from day to day, from place to place, from hour to hour. The Black Forest tow pilots will try to get you as

smooth a flight as they can — I don't suppose they like turbulence any more than the rest of us, but the smooth path they found on the last tow may no longer exist on the next tow.

The notching procedure described in the article seems a bit extreme to me. I think there is more danger of falling out of the bottom of the wave than there is of being blown out the back, at low levels.

Yes, the runway there is very long. I suppose many of us kind of judge our patterns by the end of the runway. Fair enough, but if you do that at Black Forest you will end up a long way from the flight office. I still have problems, but if I really concentrate on the landing pattern, I can usually end up more or less within shouting distance of the office, even allowing for the runway tilt. (After writing this letter, I paid another visit to Black Forest and concentrating on my landing pattern, I failed to notice a snow bank at a runway intersection, and so caught the wing-tip of a 1-34 on a roll-out. Result: one ground-loop, one deflated pocket-book, and a resolve never to pontificate again.)

Yours truly,
D.W. Clarke

Dear Mark,

I have enclosed 3 items for Hangar Flying. Obtaining the information for the story was a lot of fun. I spent about two weeks in Munich with some friends just before coming back to Canada late last year.

My intentions in Munich were twofold; first to get hold of some of Wortmann's writings on airfoil design from nearby Stuttgart, and secondly to have a good time. I spent several days at Munich University and was fortunate to meet a few members of the Akaflied München. Their weekly meetings are a joke. In between beer and disco, the 50-odd members of the flying club discuss sailplane design philosophy. The meeting I attended started off rather formally with the club president attending to routine business. Then one of the new members gave a dissertation detailing the work he had done for the Akaflied over the last year. (New members are required to put in about 300 hours of work for the club in their first year before they are accepted into the group and permitted to begin free sailplane training.) After this presentation by this prospective new member, all non-charter members of the Akaflied, including myself, were asked to leave the room. Meanwhile, the senior members in the club discussed the students work to see whether it was sufficient to meet the group's initiation requirements.

Formal acceptance was given, which prompted cheering and also meant that we 'greenhorns' could reenter. Being in Munich, a celebration was naturally in order. Beer mugs appeared spontaneously

when a large wooden keg was dragged into the room, and a club member ceremoniously outfitted in 'Lederhosen' drove the spout into the keg with a hefty wooden mallet.

The beer flowed freely for a while while someone started showing some slides on last summer's adventures in the Alps. Other members drifted off and set up disco dancing outside the room.

I left the meeting later on looking forward to taking the students up on their offer to let me fly the MU-27 on any weekend.

A professor and some students gave me a grand tour of the University academic facilities a few days later. Their labs and workshops were quite impressive. I think that I counted four wind tunnels. In one of them, a professor was setting up his toy train set — he murmured something about "tinkering with" vehicle aerodynamics.

Probably the biggest disappointment of this trip was not being able to fly the MU-27; it rained for two straight weeks and I had to go home. Yet I left Munich with a good feeling about German hospitality and a keen desire to return.

Happy soaring,
Peter Masak

During a business reception in Toronto last fall, some strangers inquired about "that pin" in my lapel. With pride I've explained that I am flying those airplanes without motor and that "that pin" is called — the Silver-C.

Right away, they started asking those questions we glider pilots have to answer so often. Before I realized, my enthusiasm took over and these friendly people were attentively listening to some of my stories about the greatest sport there is — soaring.

The following day, to my surprise, I was presented with this poem, which so truly reflected the feelings of soaring. I must have conveyed to this person I've never met before.

Perhaps, the readers of FREE FLIGHT would agree.

Cordially
W.P. Gauch



TO BE FREE

to be lifted
above all else
in the highest of spheres
when others are content
with an earthly stablesness
I desire to rise above
to fly
to fly
to be light
with freedom

CLUB SUPPLIES

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Fellow Pilot

Imagine, if you will, what would a certain type of person think is an unbearable nightmare . . .

Imagine the person to be 56, in vigorous health, and with a great love of the hobbies of aerobatic flying and motorcycle touring.

What would this person consider as an unbearable nightmare? . . .

Of course, the loss of his mobility. Suffering an accident that would confine him to a wheelchair; or the need to make a conscious decision on whether or not to amputate a foot.

This is a nightmare that is impulsively suppressed by anyone with an active life.

This is the very nightmare that Bob Kurzwehnart is now enduring in real life.

BOB KURZWERNHART

1960 — After settling down in Canada, Bob decided to become active again in gliding. Being the uncompromising competitor that he is, Bob devoted his spare time to gliding until he obtained a Class I Instructor's rating with an aerobatic endorsement.

1965 — Taking up power flying after a lapse of several years, Bob regained his proficiency in this as well. He earned a commercial licence and started a serious study of aerobatics.

1963-1970 — Bob began a five year stint as Chief Flying Instructor in gliding, first in Toronto, then at the Southern Ontario Soaring Assoc.'s (SOSA) new airport at Rockton. He was elected several times to SOSA's Board of Directors, where he earned the reputation of a firm but honest organizer.

1978 — Brockville Invitational Champion (power aerobatics), Sportsman Class;

— Canadian Open Champion Sportsman Class

— Second place in Canadian Nationals, Sportsman Class.

1979 — May — Centralia — Contest Chairman for May's practice weekend along with Aerobatics Canada's next 2 events of 1979.

1979 — July — Kitchener — Bob took 2 weeks vacation to consider changing employment. He continued to fly actively at Rockton (by this time, he had over 5,000 aero-tows at the glider clubs he belonged to since coming to Canada, and an average of 250 flying hours per year in gliding, towing, aerobatics, etc.).

1979 — On July 29, at 12:28 P.M. Bob was involved in an accident while towing a Schweitzer 2-33 sailplane. The glider pilot involved was a student pilot and this flight in question was to be his first solo flight for 1979.

It appears that the glider take-off started badly and degenerated to a condition where the towplane was sufficiently slowed down that a further over-correcting maneuver by the glider pilot and the breaking of the tow-rope induced the towplane into a stalled condition and a serious spiral attitude. The 150 HP Citabria Bob was flying at the time spiraled into the ground from about 100 feet of altitude and caught fire seconds after the crash. Bob managed to free himself from the burning wreck suffering serious burns to his left arm and hand and third degree burns to both his legs and badly crushed ankles.

Bob would like to add that he had attempted to release the glider as soon as he realized the problem, however, the tow release did not function under unusual loads.

The glider managed to return to the field with minor damage.

Presently Bob is waiting for some healing of his ankles to make itself visible. His left ankle may have to be amputated. The skin grafts on his legs have been a considerable problem. There is nothing much that doctors can recommend but to wait for a sign as to whether or not his ankles will heal. He regularly visits Hamilton General Hospital to have his wounds cleaned out. The rest of his time is spent flat on his back at his Jarvis home under visiting nurses care. The doctors forecast extensive surgery and physiotherapy for the next two years. Following which he may get back to work.

All this, as one can imagine, has left Bob in a desperate financial situation.

Here is an opportunity to support a fellow pilot who is in dire need.

The Trustees of the Bob Kurzwehnart Fund sincerely hope you will give consideration today to a donation to this worthwhile fund.

Please send your donations to: The Bob Kurzwehnart Fund, P.O. Box 65, Mount Hope, Ontario. L0R 1W0.

Signed

George Opacic
Bill Smith
Pete Holbrook
Frank Kreuzer
Ted Beyke

P.S. SOSA Gliding club members had started their own fund and have raised a considerable amount of money from its members. Also Toronto Soaring Club showed their generosity.



Gerry Harvey, instructor for the Swan Valley Soaring Association, seated in the Cherokee.



Garth Windsor holds the wing of the Schweizer 2-22C as Gerry Harvey goes through a check-out with a student.

CLUB NEWS

Swan Valley Soaring Association

The Swan Valley Soaring Association, fledged as an affiliate of the Swan Valley Flying Club, began its first season in April '79. Thirteen members elected a president (Neil Brown), a vice-president (Don Bjornson) and a secretary-treasurer (Reid Minish). The S.V.S.A. rented a Piper Cub as a tow plane and arranged financing to purchase two gliders: a 2-passenger trainer (Schweizer 2-22C), and a single seated Cherokee (see Fig. 1,2).

Gerry Harvey (a C.F.I. instructor and formerly of the Central Ontario Soaring Assoc.) was the flight instructor and showed untiring dedication throughout the season. Rick Semlar did a flawless job while piloting the tow plane during most of the launches. Michael Polumbo and Gerald Ashcroft were also available as tow pilots and were an asset to the club's success. The club logged 332 flights, totalling more than 77 hours of soaring flight. Of this total, 245 were dual-instruction flights and 87 were solo flights. Seven members attained the preliminary goal of solo flight while 2 members were certified as glider pilots.

The Swan Valley Soaring Association officially closed the '79 season with a dinner held on 20 October (the season is short up here!) in honor of our instructor and tow pilot. Gerry and Rick were presented with "Iron Butt" awards and everyone recounted memorable incidents of their first flights. One member expressed these sentiments:

"The glider is a giant among birds — silent and graceful. It glides along invisible pathways, soaring in lazy circles resting upon transparent currents. When the release is pulled and the tow rope drops away, free flight begins. The world seems to grow still and the freedom draws me sunward toward thinner, rarer ecstasies."

Bert Small was exactly right when he said in the '79 Sept/Oct. issue of Free Flight, "There is no fair comparison . . . between flying and being earth bound." Enthusiasm within the parent club and surrounding community was high throughout the past season. As a club, we are looking forward to another successful year with an expanded membership. Until next time, and to all — good soaring!

Garry E. Hornbeck and Members of Swan Valley Soaring Association
P.O. Box 1480
Swan River, Manitoba R0L 1Z0

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K0A 2E0

F.A.I. Records

Dr. & Mrs. R.W. Flint,
96 Harvard Avenue,
Winnipeg, Manitoba. R3M 0K4
(204) 284-5941 H

Free Flight Editor

Mr. M. Perry,
503 Rathgar Avenue
Winnipeg, Manitoba. R3L 1G2
(204) 452-3670 H
(204) 774-3561 B

Free Flight Adv. Mgr.

Mr. R. England,
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Winnipeg, Man. R3M 0K4

Sailplanes Registry - Contest Letters

Mr. R.L. Barry,
524 Rouge Rd.,
Winnipeg, Man. R3K 1K4

Technical

Mr. J. Henry, Mr. T.R. Beasley,
3151 Ste. Rose Blvd.,
Montreal, P.Q. H7R 1Y7

Trophies & Statistics

Dr. R. Flint

Trophy Claims

Capt. W.J. Oke, Dr. R. Flint,
Gen. Del.,
Southport, Man. R0H 1N0

Meteorology Consultant

Dr. S. Froeschl, Dr. K. Doetsch,
1845 Brookdale Ave.,
Dorval, P.Q.

World Contest

Mr. A.O. Schreiter,
3298 Lone Feather Cr.,
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