

free flight • vol libre

2/2000
Apr/May



PRIORITIES *Richard Longhurst*

AFTER SERVING many years as a bridesmaid, I finally caught the bouquet and am honoured to become your next President. My first thanks must go to Pierre who dedicated many years to serving this position. He was responsible for reorganizing the structure of SAC to meet today's economic realities. He also carefully sought out the most appropriate people to serve on the Board and Committees so that we now have an organization that seems well staffed in all areas. I learned most of what is required in this position from Pierre and Jim, and appreciate their ongoing loyalty and support. I apologize that I do not share their ability to communicate in French, which is important to us as a national organization, but they have offered to assist me as needed.

I look forward to working with the new Board. Howard Loewen has agreed to step up as vice-president, and Marty Vanstone has joined us from the rainy province. Responsibilities are being adjusted in light of these changes. I thought in this, my first *free flight*, I would set out my action priorities for the near term, so you can better understand where I am coming from.

Safety I have been heavily involved in this area for the past several years. Both through my activities on the Insurance committee, and working closely with Ian Oldaker and his committee we are taking positive action to improve our safety record. This must be without question our highest priority with the potential benefits of enabling us to take on more devolved responsibilities from Transport Canada, as well as saving all SAC members in insurance costs. This will remain my primary area of activity until our record shows we are more under control.

Administration & Funding A number of projects have commenced to update and translate administrative materials. Many of these we aim to complete by the next AGM. Despite economizing as far as we have been able, the SAC office is still desperately underfunded. Short of a major increase in membership, we will have to try and explore other areas for sources of funds. As a minimum, we need to be able to pay for a full-time secretary to ease the burden of running the office and maintain its responsiveness to your concerns.

Sporting The Sporting committee was set a big hill to climb to determine qualifying rules for eligibility to international competitions and allocation of our scarce funds, which was made more complex with the recent proliferation of contest classes. Jörg Stieber and his committee have given sterling service to this task and are on the threshold of reporting their conclusions from the Roundtable debate and the AGM.

Membership I recognize that increasing membership is primarily the responsibility of individual clubs. However, SAC can have an effective role in approaching national organizations such as the Air Cadets, Air Canada, universities and colleges, and companies involved in the aviation industry.

Fun Not sure where to rank this on the list. With the kind assistance of my club members and other friends, I hope to complete the refinishing of my SZD-55 in time for this season, and to fly in the 2000 Nationals at Pendleton, which promises to be a memorable event. I look forward to seeing you there!

MON NOM est Richard Longhurst. J'ai récemment succédé à Pierre Pepin à la présidence de l'ACVV. Pierre terminera cette année son cinquième et dernier mandat de directeur de la zone Québec et Atlantique. Howard Loewen, directeur de la zone Prairies a accepté la vice-présidence. Nous accueillons au conseil d'administration Martin Vanstone, membre du Vancouver Soaring Association, qui représentera la zone de la Colombie Britannique. Marty était capitaine de 747-400 lorsqu'il a pris sa retraite de Canadien International. David McAsey, quant à lui débute son deuxième mandat comme directeur de la zone Alberta. Voici donc votre conseil d'administration qui est assisté dans ses délibérations de notre directeur exécutif, Jim McCollum.

Comme un grand nombre d'entre vous auront lu ce qui précède, je ferai un survol rapide de ce que je considère comme nos priorités pour l'an 2000.

Sécurité L'amélioration de notre performance à cet effet est notre première priorité. Vous serez conviés sous peu à des séminaires organisés par le comité Sécurité et Formation. Une amélioration se traduirait par des taux d'assurances plus intéressants.

Administration et Financement De nombreux documents seront traduits d'ici la prochaine assemblée annuelle. La mise à jour de nos règlements de régie interne sera complétée sous peu. Nous devons trouver les moyens de financer l'embauche d'une secrétaire pour le bureau national.

Volet sportif Jörg Stieber et son comité doivent nous soumettre des suggestions visant à mieux financer nos compétiteurs dans un environnement où la liste des compétitions internationales s'allonge.

Membership Bien que le recrutement est essentiellement la responsabilité de chaque club, nous travaillons avec des organisations nationales comme la Ligue des Cadets de l'Air pour faire la promotion du vol à voile et des endroits où le pratiquer.

S'amuser La dernière et non la moindre, cette priorité est la raison première pour laquelle nous pratiquons ce sport. J'espère vous rencontrer aux compétitions nationales qui se tiendront à Pendleton. J'y participerai avec mon SZD-55.

Enfin je m'en voudrais de ne pas souligner que Gabriel Duford est le récipiendaire du trophée "Instructeur de l'Année". Il est intéressant de noter que Gabriel est un ancien cadet de l'air. Quant à Sylvain Bourque, il a reçu le trophée Hank Janzen pour son travail de coordination dans la traduction du manuel d'instruction, SOAR. Gabriel et Sylvain sont membre de l'AVV Champlain. Bonne saison.

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2/2000 Apr/May

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

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Cover
A Krosno flies over the
Winnipeg Gliding Club field at
Starbuck, Manitoba.
photo: Brian Henderson

Free Flight looks ahead

editorial – Tony Burton

SIGNIFICANT NEWS and changes for *free flight* are on the electronic front. The use of the web and the Internet is becoming more universal, and many journals and magazines are now produced in a web version — some club newsletters are going entirely electronic now — the *Vancouver Soaring Scene* is such a one. The primary reasons are instant access and significant cost savings in distribution.

A secondary reason, but primary from my point of view as *free flight* editor or anyone else who has tried to find a back issue or something in one, is the archival function. By being stored electronically, the magazine can be available, accessible, and searchable by anyone over a long period of time. For this reason I am now converting each new issue into a PDF file and uploading it to the SAC website “free flight” page. All past electronic files of the magazine going back to 1989 have also been reconstructed as much as possible (content had been deleted from early issues to decrease file size) and converted to PDF files. These issues should be available through the SAC site by the time you read this (as I wrote this I was waiting to find room somewhere in cyberspace for them).

The “searchable” aspect still requires work in 2000. Susan Snell has been writing a keyword search engine for us, following which an index will be built for ALL issues of *free flight*, going back fifty years! This will be an immensely useful resource when it is finished — the volumes contain a lot of valuable information which *does not* go out of date: soaring technique, safety issues, training methods, etc. And of course, the history of the sport in Canada (people, contests, gliders, events) will be available with a few keystrokes. The search engine should be ready soon — the long job will be entering index info — and for that you may be hearing from me!

Another change to *free flight* began last year due to the availability of the SAC website. The SAC annual reports from the Board and the committee chairmen, and SAC AGM minutes normally inserted in this issue are now posted to the SAC Documents page instead. This saves hundreds of dollars in printing and postage. This SAC annual report makes far from dull reading so have a look at it. If you are not on-line, the office can mail you a copy.

1999 was a good year again for *free flight* and I hope that you have enjoyed getting it. I thank everyone who took the time to contribute stories or even a bit of filler material — the magazine depends on you for its content. I particularly invite pilots to send *free flight* a detailed report if they have had an “interesting” incident or accident (I’ll keep it anonymous if you wish) — it makes very useful safety reading. For example, in 4/99, the unconnected elevator story by Art Grant was excellent. Please let us know what you are doing at your club that is of interest or value to others across the country. I remind club executives to ensure that *free flight* is on their mailing list (if you don’t have a newsletter, please have someone correspond on your activities) and give the SAC office and *free flight* changes to your address, telephone number, e-mail, or contact person.

Thanks to Ursula again for her proofreading. Proofreading is like driving cross-country; there isn’t much to say about it and it occupies a lot of time, but you always remember that one great pothole you hit, or the glaring typo you missed. Proofreading requires great concentration and skill — no one would ordinarily notice that it was ‘kilometer’ on page 7 but ‘kilometre’ everywhere else, or that a verb tense was inconsistent in a sentence of a story. The printer in Ottawa is giving me a good turnaround on printing the magazine, the major delay in getting *free flight* to you occurs when Canada Post puts it into 3rd class storage occasionally. I enjoy editing — the rest is up to you.



The SOARING ASSOCIATION of CANADA

is a non-profit organization of enthusiasts who seek to foster and promote all phases of gliding and soaring on a national and international basis. The association is a member of the Aero Club of Canada (ACC), the Canadian national aero club representing 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 Canadian team pilots for world soaring championships.

free flight is the official journal of SAC.

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. An e-mail in any common word processing format is welcome (preferably as a text file), or send a fax. All material is subject to editing to the space requirements and the quality standards of the magazine.

Images may be sent as photo prints or as hi-resolution greyscale/colour .jpg or .tif files. Prints returned on request.

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 Zone Director.

Material from *free flight* may be reprinted without prior permission, but SAC requests that both the magazine and the author be given acknowledgement.

For change of address and subscriptions for non-SAC members (\$26/\$47/\$65 for 1/2/3 years, US\$26/\$47/\$65 in USA & overseas), contact the SAC office at the address below.

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L'ASSOCIATION CANADIENNE DE VOL À VOILE

est une organisation à but non lucratif formée d'enthousiastes et vouée à l'essor de cette activité sous toutes ses formes, sur le plan national et international. L'association est membre de l'Aéro-Club du Canada (ACC), qui représente le Canada au sein de la Fédération Aéronautique Internationale (FAI), laquelle est responsable des sports aériens à l'échelle mondiale et formée des aéro-clubs nationaux. L'ACC a confié à l'ACVV la supervision des activités vélivoles aux normes de la FAI, telles les tentatives de record, la sanction des compétitions, la délivrance des insignes, et la sélection des membres de l'équipe nationale aux compétitions mondiales.

vol libre est le journal officiel de l'ACVV.

Les articles publiés dans *vol libre* proviennent d'individus ou de groupes de vélivoles bienveillants. Leur contenu n'engage que leurs auteurs. Aucune rémunération n'est versée pour ces articles. Tous sont invités à participer à la réalisation du magazine, soit par des reportages, des échanges d'idées, des nouvelles des clubs, des photos pertinentes, etc. L'idéal est de soumettre ces articles par courrier électronique, bien que d'autres moyens soient acceptés. Ils seront publiés selon l'espace disponible, leur intérêt et leur respect des normes de qualité du magazine.

Des photos, des fichiers .jpg ou .tif haute définition et niveaux de gris peuvent servir d'illustrations. Les photos vous seront retournées sur demande.

vol libre sert aussi de forum et on y publiera les lettres des lecteurs selon l'espace disponible. Leur contenu ne saurait engager la responsabilité du magazine, ni celle de l'association. Toute personne qui désire faire des représentations sur un sujet précis auprès de l'ACVV devra s'adresser au directeur régional.

Les articles de *vol libre* peuvent être reproduits librement, mais le nom du magazine et celui de l'auteur doivent être mentionnés.

Pour signaler un changement d'adresse ou s'abonner, contacter le bureau national à l'adresse à la gauche. Les tarifs au Canada sont de 26\$, 47\$ ou 65\$ pour 1, 2 ou 3 ans, et de 26\$US, 47\$US ou 65\$US à l'extérieur.

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An old friend

It was with surprise and pleasure that I saw the photograph of an old friend grace the cover of the 6/99 issue of *free flight*.

CF-ZBR (a Schweizer 1-23) was owned by the SOSA Gliding Club in the early 60s and I have fond memories of cavorting through the skies around Brantford, Ontario in the bird. Occasional oil canning noises enhanced the flight experience since the sound usually indicated that lift had been found.

ZBR gave me my Gold "C" 5 hour flight on 27 June 1964 after having tried several times unsuccessfully in 'lesser' gliders of the 1-26 ilk. I still remember being whisked away from where the glider had come to a stop on the runway after the 5+ hour flight, straight to a live CBC Radio broadcast centre which had been set up in the Brantford airport terminal building. CBC was doing a coast-to-coast live report on soaring and what better opportunity than to ask an 'experienced' glider pilot: "... and what does it feel like after flying a motorless aircraft for over 5 hours?" I managed to mumble a few words into the microphone not mentioning that my bladder was about to do unwanted things to my pants.

I never did make it into show business.

Hal Werneburg, Cu Nim

TET author responds

Thank you for sending me a copy of *free flight*. I think that the presentation of both the "Total Elapsed Time" article and the overall magazine are excellent.

Rescoring your nationals was a nice touch. It helps to evaluate the system. The final pilot standings in both systems were closer than in any contest that I have ever rescored. I did a 15m nationals in the US, for example, and 47 of the 62 pilots changed final standings one position or more.

Dual scoring must never be done at an actual contest. It divides the pilots into two camps. Those with better positions in TET will favour it ... those with better positions in the 1000-point system will favour that. That's not the way to make a rational system evaluation. Even the rescoring of past contests has this effect. No one likes to be told that he did not do as well as he had previously thought. Additionally, we know that the 1000-point scores are inaccurate so a comparison at a contest has nothing to accomplish.

The scores were in decimal minutes as stated in the article. This is fine for such a com-

parison. However, in an actual contest it is very important that the scores be in minutes. That way Joe, for example, can see directly from the score sheet that he is six minutes ahead of or behind John.

Normally the daily pilot *standings* are identical in both systems. I saw that this was not the case for the POST task so I looked into it. The difference was caused by the fact that your system scores POST on both speed and distance and that TET scores on speed only.

When POST was introduced in the US, it originally was scored on both speed and distance. The distance scoring was later abandoned when it was realized that this places pilots in impossible decision making situations.

As an illustration, let's assume that a pilot has flown a POST and is within final glide distance of home. He estimates that there is enough time left for him to add an additional 75 miles beyond the home airport, but that his overall speed would drop by five mph in weaker conditions. Should he go for the extra distance points and give up some of his speed points? I believe that the answer depends on what the best speed and distance are for the day. Since he doesn't have this information, there is no solution — the situation is mathematically indeterminate. Originally I was attracted to sailplanes partly by their simplicity. I would never have imagined that soaring would become so complex.

Scoring POST on speed only requires a penalty in both systems if the times are less than a stated minimum.

Bill Feldbaumer

About the decline in gliding

There is much concern about the state of the sport recently, and John Roake has written a major report on the subject for the IGC. Another New Zealander commented in r.a.s. on his personal reasons on why gliding is not fitting his lifestyle at the moment. editor

Gliding has two choices, try and pretend that all is well, that this is not a real problem, or realize that it is now firmly a minority sport and getting more 'niche'. Nothing wrong with a niche sport, they can survive and do well ... but they are niche.

Gliding by its very nature always has been niche and always will be niche. It's probably true that anyone who can safely drive a car can also learn to safely takeoff and land a glider, but the number of people who have the inclination and dedication and mental skills to head off into the boonies → p17

You can't get there from here

Ray Wood, SOSA

You can't get there from here, at least not in a 1-26. Keeping in mind the advice one of my ground school instructors offered — that the telling of the tale cannot exceed the duration of the flight — I will attempt to provide the *Reader's Digest* version.

The tale began in February 99 after the SOSA AGM. My partner and supporter in the quest for soaring riches, the Silver badge, laid out a plan that seemed sensible and even got the approval of some senior club members. One of us would fly to York Soaring and the other would fly the return flight. With this plan, we were on our way to high adventure!

So, the preparations began. Although we had both completed a few of the tasks for our Bronze badge, we still had much to do. It seemed to me every flyable day I could get out to SOSA was filled with lessons and exercises all aimed at preparing us for what lay ahead. On days when weather conditions were not ideal for our purposes there were still things to do. De-rig and load the 1-26 on the trailer, find the aileron locks and the other parts required if one of us should land out on the distance portion of our Silver badge. Little did we know we would become almost famous for our collective landouts and ability to have a 1-26 on the road to SOSA minutes after the crew's arrival at the landout site.

My highly trained crew also aided other pilots as the season progressed which only added to the number of times my fellow club members perceived that I had landed out again on seeing my truck heading out with the 1-26 trailer. As spring was rapidly passing, we worked at keeping our plan on track. As it turned out, the plan was never successfully executed — but neither were the pilots or gliders.

The first entry in my log book directed at the Silver badge dated 4 May 1999 was a 4:45 hour flight in a Blanik. Oooohhhhh, the pain! But, as things turned out, that was fine by me as you will see by later comments.

Three weeks later, we realized that the weather was not providing us with long enough soaring days for an out and return as planned. Being impatient to fly our 50 kilometres, we wanted them complete before the crops grew too tall to allow safe crop landings, so we had set a target date of 24 May. We aborted our plan and decided a simultaneous effort was in order on 28 May. After falling out, for the third time that day, I was put out of my misery by being sent to retrieve my partner in adventure from a corn field a whopping three kilometres from SOSA.

The next day was the day we were both flying to Arthur. An hour and a half later, our crew was on its way to a double retrieve in Guelph, 25 out. We were defiantly making progress, between the two of us we had flown 50 kilometres total and boy, were we late for dinner after the double retrieve. Thanks to the Bald Eagle, the wheel man for the day.

After receiving congratulations from many fellow club members on my first successful landout, I was more aware of the great support our club offers its budding cross-country pilots.

On 13 June my partner in adventure had a close encounter with success that was documented in *free flight 4/99* entitled, "Bring a micrometer with you please".

Charged with enthusiasm after our near successes, we set out again on what many would consider a marginal



Jason Belenger



Jason Belonger

day at best, but one of our supporters pointed out all the cu beneath the heavy layer of overcast, so we launched. This time we headed toward Brantford, at which point I turned toward Woodstock and ultimately a landout in a Princeton tobacco field. It looked like freshly tilled soil until well into final approach. The plants were still young but the farmer was not amused, nor was he terribly friendly. He had an old German Shepherd dog that looked like a retiree from the local junk yard. I was able to make friends with the dog while I waited for my crew. When they arrived I was informed I would be paying a little "Tobacco tax" in order to be able to remove the 1-26 from his field. This was not one of my better days. Oh well.

After arriving back at SOSA, I was pleased to hear that my partner had gone straight through to Tillsonburg and succeeded on that leg of his quest for soaring riches. Our total distance for the day exceeded 90 km; boy, that's progress. On 19 June, at my partner's suggestion, I changed 1-26s, and flew his good luck charm 45 km to a landout in a freshly-cut hay field, where I was greeted by a Mennonite farmer who's only comment was the fact that my arrival on their property was much quieter than the balloonist who dragged his gondola of his hot air balloon across the steel roof of their house two weeks earlier. The farmer's arrival, by horse and wagon, was punctuated by the enthusiastic greetings of his three young sons, curious about this marvel of modern technology (an aircraft that's almost as old as its slightly grey-haired pilot) that had arrived in their hay field.

After answering questions and clarifying my location to the point my crew could find me, I settled in to wait at the main intersection near by. I was not able to wait and relax for long. It was interesting to note that passers-by were certain that the aircraft they saw in the field had crashed, due to it resting wing down. Most non-gliding types, accustomed to seeing an aircraft wings level, were certain they saw the results of a crash, and ran over to see the remains of the pilot on the canopy and instrument panel. I successfully disappointed two groups in this fashion. Thanks for not dialing 911 before checking things out, folks.

I estimated the length of this flight at 45 — am I ever getting close to my goal now! I did get my height gain on this flight. In addition to the height gain, there were some great photo opportunities such as a glider as it passed by a horse-drawn buggy and again as it exited out of the only remaining covered bridge in southern Ontario. Yes, to anyone who can read a map, I had drifted off course while trying to work whatever lift there was to stay aloft. My landing was near Elmira, it was also very near an airstrip that you can't get to from here in a 1-26.

20 June. I woke late, exhausted after the previous day's failed 50 attempt and successful landout, but the sky told me this was the day. Suddenly full of energy, I raced to the field after quick, well-practised flight preparation ... after all, up to this point, it had only been practice, not having completed "the distance" yet. I helped another pilot prepare for his first attempt, after all no one's had more practice than me at *preparing* for a 50 km flight. I launched 45 minutes after arriving at SOSA and dropped into a great thermal (I can't blame any of my failures on SOSA's fine towpilots), notched the barograph, and then climbed to cloudbase at a dizzying rate. I've never seen my vario pegged on the plus side before.

I headed out for Guelph and hit some heavy sink (my vario was in familiar territory now, pegged at 10 down). I steered for one of the gravel pits and prayed. As I circled in weak lift, I thought I recognized my partner's field from the day of the dual retrieve, but it appeared I wouldn't need it today. I worked my way over the city and found conditions improving rapidly and once again my vario was in foreign territory, my prayers were answered, and I was screaming along a cloudstreet on course to Fergus. Flying fast enough to avoid being sucked into the clouds was a challenge at times.

Past Fergus I slowed the pace as my street ended and I hadn't sighted the field yet — too much green down there, too much haze up here. Looking ahead at my own level (isn't that what I was supposed to be doing anyway?) as I slowly descended I spotted a gaggle of gliders. Less than two hours after arriving at SOSA, I was at my destination, York Soaring. On my arrival, I was pleased to be greeted by the other 1-26 driver from SOSA, who had launched before me.

After having some much needed help from the members of York to complete the necessary paperwork, we both relaunched for the return trip. Thanks to the thermal sniffing of the York towpilot, we left an area that wasn't working terribly well at the time. The return trip was a leisurely rerun of the trip up, the only reason I landed upon return was my lack of comfort in the seating set-up. With plenty of good lift still working, it was a completely amazing soaring day, a truly skilled pilot could have flown 300 km in a 1-26 that day. Over 60 km out, land, and return was extremely gratifying after all the failed attempts.

26 June looked like another good soaring day, I don't recall if it was a great cross-country day but I do know it was a great day to just hang out over Cambridge and cash in on the thermals being generated by all ⇨ p23

An Ode to CRGS '99

an epic tale from the Air Cadet gliding program

Krista Dolan

WE ARE TEENAGERS. Legally, we can't vote, nor can we drink alcohol. Still in high school, some of us can't even drive. A few are even unemployed. Most of the Canadian population doesn't know that we exist, but our numbers are strong, and grow in leaps and bounds with each passing year. We are the glider pilots of the Royal Canadian Air Cadets.

Each summer, the cadet program trains around 250 new, young and enthusiastic glider pilots, each of whom were fortunate enough to be awarded a full scholarship, covering all flying and training costs, as well as six weeks of room and board.

This past summer, I was one of the fortunate few to receive one of these generous scholarships. This means that I, at the tender age of 16, am now a licensed glider pilot. Most adults (and quite a few peers) don't believe my claim when they first hear it, assuming that a short, underage female, a full-time high school student, without a driver's licence, is not capable of such a feat. When I mention that I was paid to get my glider pilot licence, they pretty much assume that I'm crazy. They are usually the ones who can't quite grasp the image of me shouting drill commands to a squadron of 90 youths. Well, they're wrong, and I'll tell you exactly why.

During the winter of 1999, I was one of dozens of youths who applied for the scholarship from the Ottawa area. One cold February morning, all the hopefuls wrote a forty question aviation exam. Those who failed were sent home. Those who passed were interviewed one-by-one by a selection committee, who made the final choice for the lucky recipients based on personality, aviation knowledge, deportment, and knowledge of current events. Around fifteen lucky people from the Ottawa area were chosen.

Many of you are probably aware of this program, but I think it's a safe bet that very few know the history behind it, or



Krista's last solo flight on the course.

the specifics of the system. Here is a brief history of the cadet gliding program:

5 July 1965: Forty cadets travel to Cooking Lake Airport, 14 miles east of Edmonton, and are given familiarization flights by the Edmonton Soaring Club.

1966: The Alberta Soaring Council was established to organize club support for the cadet flying program. The familiarization program moved to CFB Penhold. A two week scholarship course was introduced. Twelve cadets attended. The course did not bring the candidates to licence standard, but rather allowed them to receive more detailed instruction.

1967: The first scholarship course that allowed candidates to achieve a Ministry of Transport (MoT) gliding licence was offered at CFB Penhold. 12 candidates were chosen from Saskatchewan, Alberta, and BC.

1973: The program was expanded. Glider training was carried out at CFB Yorkton, as well as Penhold.

1974: The Prairie Regional Gliding School was officially formed. The first summer program saw 99 students achieve their wings.

1982-1984: During these years, the course was shortened to three weeks and students were only brought to solo standard.

1985: The course was changed back into a six week scholarship.

1995: The 30th anniversary of gliding in the Air Cadet program, and also the year in which the one millionth glider flight was flown. This ceremonial flight took place in Penhold, where the program began, and where Mr. Paul Schweizer, the man who built our gliders, was a guest of honour.

Over the years, four other Gliding Schools were opened across Canada. The Pacific Region Gliding School at Comox, BC, the Central Region Gliding School in Trenton, Ontario, the Eastern Region Gliding School at St. Jean, Quebec and the Atlantic Region Gliding School in Debert, Nova Scotia were founded to ensure that more cadets from around the country would be able to partake in the gliding program.

As of 1994, 9280 young men and women had earned their glider pilot licence through the cadet program and can now proudly call themselves pilots.

In 1992, 250 out of 260 scholarship recipients successfully completed the course (both written and flying aspects) on their first attempt. This yields a passing average of 96%.

The Air Cadet program also conducts an extensive glider familiarization program, whose goal is to provide each junior air cadet with at least one familiarization flight per year. The glider familiarization program is conducted on weekends from March to June and from September to November at over sixty locations across Canada. During

the summer, familiarization flying is also provided for junior cadets attending courses at summer camps. Wow. Now that we have the boring details out of the way, we can proceed to just why attending the Central Region Gliding School (CRGS) was such an amazing and awe-inspiring experience for me.

For six short weeks, myself and the 99 other cadets attending the Central Region Gliding School slept, ate, and lived gliding. Apparently, 100 cadets was the largest number of cadets ever attending CRGS in a summer. That meant that we had to fly, fly, fly. And that's exactly what we did.

Usually, CRGS is held at CFB Trenton. However, the participants of CRGS 99 were forced to reside at Loyalist College, a civilian campus in the beautiful and quaint Belleville (this was due to the fact that there were still many Kosovar refugees staying at Trenton). I don't think that one person minded the change in atmosphere. For one, there were only cadets from two camps staying at Loyalist. 100 glider candidates and about 22 cadets taking Air Traffic Control, a six week course that focuses on Air Law and training candidates for work in a tower. That meant that no one staying at Loyalist was under the age of 16. If we were to have stayed at Trenton, we would have been sharing the base with younger cadets taking junior courses. Also, since we were staying on a civilian campus, we did not have to wear our uniforms or march on our free time. This was a very important aspect for me, it meant that I would not have to gel my hair into a bun every morning. The cadets roomed in two of the three residences, one for the Glider and ATC males, and the other housed the Glider and ATC females, as well as some of the instructors.

The first day of camp was pretty much spent smoothing over admin details. The hundred cadets on the glider course were divided into 'A' and 'B' Flights. Each flight was then divided into around 15 instructor groups (in which each gliding instructor works exclusively with three cadets). It soon became obvious to almost everyone that the instructor groups were designated by weight. This makes sense, seeing as how there are obviously weight and centre of gravity restrictions to consider. However, there always seemed to be an odd person out who did not seem to quite grasp the concept. This might explain why I still had people coming up to me during the fourth and fifth week of camp commenting "Wow, Krista, it's really weird how your instructor group has three of the smallest people in the flight and you have one of the biggest instructors". Go figure.

My instructor group was amazing. It consisted of Lindsey Finnerty, Cora Cheng, and me. We were all under 5'7" and needed not only spacers but ballast as well. In fact, I was the tallest in the group, and I boast a hefty 5'6". Our instructor was Second Lieutenant Badr Salhia. He was so tall that he had trouble fitting into the back seat. Everyone on course (well, at least in 'A' Flight) loved Badr. He spent all of three months in Egypt as a child and therefore insisted on referring to himself as "Pharaoh".

My average day at camp started at 6:12 am. It took a couple days of hit and miss trials, but eventually 6:12 was determined to be the latest possible time at which I could wake up and still make the bus. Of course, you have to understand that sleep was a luxury, and my routine was not abnormal in the slightest, well, at least comparatively.



Krista is presented her wings at the wings parade.

It was made obvious early in the course that breakfast was kind of (very) mandatory. In other words: no eat, no fly. The cafeteria opened at 6:00. I usually arrived around 6:30 and grabbed a carrot muffin and a glass of Coke, as well as a glass of iced tea. I'm not a big breakfast person. Around 6:50 everyone piled on the buses and travelled to their pre-designated airports. CRGS uses two airports. For the most part, 'A' Flight flew out of Picton and 'B' Flight flew out of Mountain View. Either way, twice a day we were subjected to a 30-45 minute bus ride. Mountain View was a very serviceable airport. It had electricity. It had washrooms. Let's face it, the runways there were still paved. It was a nice and attractive airport ... which brings us to Picton.

Picton bears a striking resemblance to a WWII camp — one that's been abandoned since the peace treaty. The hangars are in disrepair, and washrooms were a luxury of which we could only dream, as was indoor plumbing. The roof of the hangar leaked when it rained. Our classroom was a corner of the hangar. It can only be assumed that at one time the windsock was actually orange. And the runways were sort of ... well ... grassy. The visitor might want to stay away from the end of runway 23R. That is the infamous spot where the crew van got stuck in the mud and it is also where Lindsey and her glider found the swamp. Legend has it that there is a homeless and unclothed man living in the centre of the triangle formed by the runways. In other words, Picton was home.

For four and a half weeks, the cadets of 'A' Flight practically lived at Picton. We got there every morning around 7:30, wiped the sleep from our eyes and started the day. We had a rotating schedule. Half of 'A' Flight flew in the

morning while the other half had classes. After lunch, we switched. So, everyone had half a day of flying and half a day of classes — only 25 cadets or so were actually on the flightline at any given point in time.

Do you remember when you were a teenager?!

Transport Canada changed all of that. Their exam, quite ominously referred to as the “MoT” was a major milestone in the summer. Firstly, anyone who failed was “grounded”; their flying privileges were revoked while they studied for a rewrite. A second failure earned a farewell handshake and an “RTU” (officially, Return To Unit). It refers to anyone who had the misfortune to be sent home during the course. If you failed the MoT, you couldn’t get your licence. Luckily, everyone passed the exam. Secondly, everyone wanted to get a high mark. A high mark looked GOOD on your course report. And, it played a major role in the selection for the Top Academic Award.

Lastly, it was the prelude for the MoT Toga Party. That’s right — practically every gliding school has its own MoT tradition. At the Pacific Region Gliding School, for example, the cadets are served “Smartie Pancakes” the morning of the exam. Something about how it makes them “smarter”. In Central Region, it’s the toga party. And this year, it almost didn’t happen.

The night of the MoT, tensions were high. It seemed that the tradition would die. There was a rampant rumour that a certain staff member was against the toga party. One of the staff members wasn’t actually a pilot. Rumour had it that he would personally RTU anyone who came out of their buildings dressed in a toga. Apparently, he was sitting on the veranda with a stack of a hundred RTU forms, just itching to be filled out. This obviously put a damper on the otherwise festive atmosphere. In the female building, all the girls waited in tense anticipation. Runners would occasionally exit (dressed in conventional clothes, not their togas) and return to update everyone on the situation. The guys were doing the same, the guys were ready to come out. Eventually, word reached us that the guys were outside. They were waiting for us. Leaving by the back door, all 20 or so females crept along the back of the building and around the side to the front. Seeing the 80 guys in the veranda, we charged out and the party began. Some were holding their traditional MoT cigars in their hands, ready to start. A few people jumped onto the picnic tables and led everyone in “The Reading”. Clutching our *From the Ground Up*, everyone followed along with the readers:

“SO YOU WANT TO BE A PILOT – 100 voices cheer – So, you want to learn to fly. You are about to join a very select fraternity of those privileged individuals who have, in the words of Magee, ‘... slipped the surly bonds of earth and danced the skies on laughter-silvered wings...’ – more cheers – ... Professional pilots are, and always will be, highly sought, highly paid individual specialists because they are master craftsmen in their trade.” – near frenzied cheering follows.

After the reading from our newfound bibles, our instructors emerged from the buildings and ascended onto the picnic tables, their heads and upper torsos seen above the heads of the crowd. Or, who knows? Maybe they had

been there the whole time, unnoticed but observing. Whatever the case, 100 pairs of eyes were now focused on them. Adorned in their own togas, they passed onto us another sacred CRGS tradition — the “Line”. A single stereo blasted a taped version of the Petshop Boys’ *Always On My Mind* and at first hesitantly, but gradually with more and more confidence, the whole course joined in on the dance. As its name suggests, it is a sort of line dance, done with much yelling and chanting and passed on to each CRGS student on the night of the MoT. At one point in the Line, everyone spins around 90 degrees and yells a short phrase. These varied in nature from “PILOTS ARE GODS!” to “SUCK MY PITOT TUBE!” These, however are the traditional ones. This summer gave birth to many new phrases, which are almost guaranteed to be passed on in successive years. “I’M FROM THE DESERT!” is a prime example.

After the MoT, our flying schedules were changed. There was no longer any need for classes, so that meant that *everyone* was on the flightline. In ‘A’ Flight, 49 students were running around, pushing gliders, fighting over who got to be windy end, and fighting for flights.

Of course, we couldn’t fly everyday of the week. On certain occasions, there were unfortunate meteorological circumstances which prevented us from flying. On some mornings, the cloudbase would be too low. On these days, we still pushed out the gliders, lined them up, layed out the tow ropes, and set up our little base of operations. Then, we sat around. Playing cards became the preferred method of divertissement. Believe it or not, we played Euchre, or we sat in the empty gliders and pretended to fly.

A pilot’s first solo is a memorable and epic flight. One that he or she will remember for the rest of their lives. A story that they can some day pass on to their grandchildren. Naturally, we do not let this momentous occasion pass by without notice. Therefore, to celebrate this wondrous event, at the end of each day, the lucky soloists lay down in a line on the grass and were ritually soaked with coolers full of ice water. Of course, this tradition did not only apply to the students. A couple of the instructors were subjected to this treatment as well. Badr was one of these lucky instructors. Because it was his first summer instructing, he was drenched the same day as the first soloist in our instructor group, the lovely Lindsey Finnerty. It is rumoured that one summer, the cadets filled up a bathtub with water on the first day of course. They then left it out in the field. The last cadet on course to solo was thrown in. This is only a rumour.

Another CRGS tradition dealing with the remarkable FIRST SOLO is the selection of a solo song. Do you remember your first solo? If so, I’m sure that you remember feeling free, without reigns, and very alone. This is the origin of the solo song tradition. To keep yourself from feeling lonely, most cadets choose a song to sing on their first solo. Not only sing, but belt it out! It doesn’t really matter how out of tune or tone deaf you are when you are all alone 2000 feet above the ground. My solo song was “Lightning Crashes” by LIVE.

Another quirk that the cadets of ‘A’ Flight picked up was naming the gliders. For instance, my solo glider C-FDXP. It has been lovingly referred to as “Ditch Pig” for years.

Apparently, it was the third 2-33 ever produced. The first one crashed and the second one is on display in a museum. Ditch Pig is still going strong.

Naturally, we were also able to kick back and relax once in a while. After we returned from the airports, we had free time for the rest of the night. The cadets used the on campus recreational centre on our free time. Complete with pool tables, an arcade, and a huge TV, most of the cadets could be found there on any free time. But, there were also other pastimes. Just outside our residences there was a large volleyball court as well as a soccer field. Every Sunday was our day off. That meant no flying and no classes. There was the occasional trip to the shopping mall and the beach, which were vastly enjoyed by everyone. One definite highlight of the course was our trip to Wonderland, a big amusement park near Toronto.

All too quickly, it was time for the grad parade. By then, our numbers had unfortunately been reduced to 94. There were a grand total of six RTUs over the course of the six weeks. All were flying related. Each RTU affected the whole course. Everyone pretty much knew everyone else, and when someone was sent home, the remainder of the course went into mourning for a day or two. The day after grad, everyone went home. I've never seen more teenagers crying in a single place before. We had been a family for six whole weeks, and now we were going back to our REAL homes. It is unlikely that I will see some of my friends again. Long distance phone bills ran rampant for a while, but now I've more or less settled down with good old-fashioned e-mail and snail mail. After returning home, I had only a few weeks to recuperate from my experience before settling down into a routine of school and cadets.

In the Ottawa area, during the fall and spring, cadet glider pilots travel to Embrun airport to fly. Unfortunately, last fall the gliding site was closed down as the winch was broken. This upset a lot of the new glider pilots who were eager to continue flying. I can relate to this. But sitting around for the fall gliding season wasn't good enough for me. Early on in October, I decided to join a private gliding club so that I would not become a "paper pilot" just months after obtaining my licence.

* * *

The Gatineau Gliding Club was an entirely new and somewhat bittersweet experience for me. I'll admit, I was confident in my abilities as a pilot. And, why not — I had received my licence a few short weeks before, and I was ready to start racking up my solo hours.

My first problem was transitioning to a new type of glider. The cadet program only uses 2-33s, which are quite stable. They are rather bulky high wing gliders that are more for instruction than for performance and duration. For instance, it is relatively common knowledge that if you enter a spin in a 2-33 and release the controls, it will recover on its own.

My first flight out of Gatineau was in a K-13. As soon as my glider started moving, it became painfully obvious just how much the K-13 differed from the 2-33A. My instructor had to take control on the takeoff roll, and it took me a while on tow to get used to the rather sensi-

tive controls. I'm proud of the fact that I was able to successfully land the glider more or less in one piece on my first flight.

The differences between the two systems are amazing. Flying out of a private club is ...well... completely different than flying in the cadet system. My first day at the club, it amazed me that the gliders flew so close to each other in midair. Also, when they *eventually* landed, there seemed to be no hurry to bring them back. At camp, as soon as a glider stopped rolling, there was a ground crew on it. Sometimes, the pilot wouldn't even have time to get out of the plane. The private club had a relaxed atmosphere, and I don't think that I ever saw one person running at any time.

It also was rather shocking that the gliders at the club actually stayed up there a significant amount of time. My longest solo flight at camp was 15 minutes. This is understandable — with 100 cadets needing at least 49 flights each, there was little time to waste. The rule of thumb was that after you got dropped off, the tow-plane went down and pulled up another glider. You had to be on the ground by the time it reached the ground the second time. My first flight from Gatineau was 47 minutes. This might not sound impressive to experienced glider pilots out there, but I was pretty proud of myself. I still am.

I'll admit, I expected to fly one or two checkout flights at my private club and get checked out for solo. This was not to be. The cadet program is an excellent one, one of the best. However, I never learned the art of soaring. This was a new and foreign concept for me. On course, we are taught the *theoretical* aspects of soaring, basically what a thermal is, but soaring was forbidden on course. There was simply not enough time. After six dual flights at Gatineau, I was getting comfortable and even good at soaring. During my forth flight, I was immensely proud of my 2300 foot altitude gain. I was two rope breaks away from getting checked out at Gatineau when I had to stop attending. I was taking a course on the weekends, and it was getting to be a real hassle to get out there. I don't have my driver's licence yet, so my parents drove me to Pendleton whenever I flew.

So, I haven't soloed since camp. This is rather upsetting for myself. In the cadet program, you need to have ten solo hours before you can take other cadets up for famil flights. I wanted to achieve this mark by the end of this year, and that seems rather dubious now. The average winch flight in the cadet program is about five minutes long, and I only have 3:13 solo hours from camp.

For those of you learning this for the first time, I hope that this has opened your eyes to a whole new breed of glider pilots. Perhaps some of you are just like me, youthful and enthusiastic about aviation.

Happy and safe flying, and I'll see you in the skies. Or maybe, in the eternal words of Badr, "I'll see you on the ground. Good God Almighty it's cold here. I'm from the desert, you know." ❖

Krista joined 211 Ottawa Kiwanis Squadron in the fall of 1995. She is now a Warrant Officer Second Class and is the Squadron Deputy Commander and the squadron's Training Warrant Officer.

How to be a Winner

sports psychology

George Moffat, from *Sailplane & Gliding*

HERE ARE THREE ELEMENTS to success in soaring — or just about any other high-stress endeavour. They are talent, skill and mastery of the emotions. Talent is usually the least of these. It provides a jump-start but will amount to little if the other two are unattended. Skill requires time, discipline and plenty of practice. Luckily, there are books to help out. All the skills of Reichmann and others are available for study.

The skills are vital, but I'll let you in on a secret: most of the top-level competitors have all the skills needed to win. Who does win? The guy with the emotional control, the emotional strength, flexibility, responsiveness, and resiliency to let his talents and skills do their thing unimpeded. This is where sports psychology comes in.

I'd like to tell you about two aspects of this emotional control. The first is the so-called "*Peak Performance State*"; that blessed state of grace, common to most sports, where you just can't seem to make a mistake. I've had it several times in different sports, most notably during both of the World Championships I've won and most recently in 1995 when winning the Canadian Nationals. I'd always thought of it as now-you-see-it, now-you-don't: great when it happens by. But sports psychology types have studied the state in many sports and say it's most likely to happen if you feel:

- Confident
- Relaxed and calm
- Challenged
- Focused and alert
- Automatic and instinctive
- Ready for fun and enjoyment
- Energized with positive emotion

Notice that there's nothing about what bank angle you should fly, inter-thermal speed, or any such? What's the common factor here? They are all emotional aspects. Make no mistake, emotions are key in sports. "Emotions are biochemical changes in the body, leading to a cascade of powerful changes in the body," says Dr. James Loehr, the sport psychologist whom the skater Dan Jansen credits for his Olympic Gold.

Let's have a quick look at some of these factors. Confident, relaxed, calm, challenged, energized, focused — yes, they all make sense — but ... fun? Enjoyment? They, it turns out, are vital to this wonderful "on" state, and they are the first things to go when you overtrain, lose your focus, or allow distractions. Want to hear a horror story?

Two months before the Hobbs Worlds, I stopped by at Dick Brandt's on the way back from flying in New Zealand to put in a week or so fine-tuning Dick's already fine-tuned Nimbus 3 which I was to fly. Sixty-one days later — days that started at 8 am and finished any time between 10 pm and midnight several things had happened: the Nimbus had grown six feet more wing, a new rudder, a complete profiling job and tested at a very carefully-measured 62:1. It was fascinating. Working with Dick has to be one of life's

great privileges. But I was beat and had done almost no flying. On top of that we had endless car trouble on the long trip to Hobbs. Peak Performance State? Forget it. Dick was so tired that one morning he spent half an hour polishing the wrong Nimbus! State of grace? It was the contest from Hell. I had the best ship in the world, the most local knowledge, certainly a world-class case of stupidity, and was lucky to wind up fourth.

For what it's like when you're "on" and things go well, consider the last day at the 1995 Canadian Nationals. The day started late and was iffy, with blue thermals of 2-3 knots to maybe 3500 feet. The first leg was into a 7-10 knot wind; some 120 km of damp, flat terrain. I started well after most of the others, having dumped half my water, and headed out, surprised to find I lost only 400 feet in the first 10 miles. Obviously a blue street. By meandering back and forth a bit, I was able to get to the turn using only four or five thermals, catching up with all the early starters. On the second leg, still blue, heading towards a gaggle, I connected with 5 knots up to 6000 feet, almost 2000 above the others. On the last leg almost everyone did the accepted thing by deviating 20 miles to the mountains, but I felt sure straight-in was the way to go and was rewarded with a boomer back to 6000 feet and an easy final glide home to win by over twenty minutes. The whole flight just felt right. If you want an extended look at what it's like when things go well, try the last chapter of my book *Winning on the Wind*.

But let's look at the second interesting factor on the magic list: "automatic and instinctive". The truly great in all endeavours — scientists, fighter pilots, bullfighters, or soaring pilots — agree that to achieve the real breakthroughs, the busy, rational, reasoning left brain must be left behind in favour of the instinctive, creative right brain.

Jump of intuition

Einstein puts it succinctly: "Logic finally only leads you in a circle. The jump of intuition enables new insight." The great French mathematician Henri Poincare said much the same thing in his essay: *Mathematical Creation*. In the *New Yorker* recently, professor David Baltimore, the holder of the Chair of Molecular Biology at MIT, said: "Scientists give primacy to logic and evidence, but the most fundamental progress in science is achieved through hunch, analogy, insight and creativity." And all the truly great soaring pilots — Ingo Renner, Helmut Reichmann, and George Lee whom I've flown against in many contests, would certainly agree.

Years ago when I was giving one of these talks on soaring technique favoured by convention audiences, a friend leaned over to his wife and said: "*George isn't telling all he knows.*" I was a bit annoyed when she told me — I thought I was doing the best I could. But he was right. I was talking about logic, analysis and technique, which I thought was what the audience had come to hear. But that's not how I fly when I'm "on":

⇒ p25

Fishing for Words

text & illustration by Robert Hellier



I HADN'T SEEN my old friend, Vesa, for several years. As usual under such nostalgic circumstances — after dinner and a few brew — we spoke of those treasured activities which bring us peace of mind in our otherwise busy, urban lives.

In the dimness of that cold January evening, Vesa, a sport fisherman, waxed with watering eyes over the supreme bliss of fly fishing, while I moistened my own, recounting the soul-filling experience of thermal soaring in gliders. As we described to each other the pleasures and inner peace that we've found upon the magical waters and skies of his native Finland, it seemed to me that these two sports, though outwardly very dissimilar, were intrinsically the same.

Later, Vesa introduced me to his modest library of fishing literature and in particular the recently published, *Fish, Fishing and the Meaning of Life*, a collection of fishing gems edited by Jeremy Paxman. Reading it through, I was struck by the richness of this literary niche. Fishing, of course, is a much older sport than soaring. Its benefits to practitioners are well documented since ancient times and never more so than today. From Heriodontus to Hemingway, it seems that tens of thousands of texts have been dedicated to the spiritual salvation of sport fishing.

Soaring, however, has only been established in the last century and is perceived as accessible to only a few. So, despite predictions that advances in digital imaging and real-time GPS tracking will turn our passion into another TV-sport, it will never be as widely followed, let alone practised, as casting a line into an ocean, stream, or river. The depth and breadth of gliding literature is subsequently meagre. But the need to describe — for oneself and others — soaring's bounty of solitude and oneness with nature will ensure that this vein of literature is also plumbed. The soaring fraternity need only find its varied voices.

In the meantime, why not benefit from the centuries of fishermen's praise of their noble art in the creation of our own? To this end, *Fish, Fishing and the Meaning of Life* provided a short, superb piece by the sport fisherman/writer Nick Lyons, taken from his *Bright Rivers* of 1977. Those with a second (or first?) passion for fishing can check out either book. The soaring pilot's adaptation, however, is given here, needing only a few "contextual" alterations.

A Parsifalian Quest

Soaring makes the sky my corrective lens,

I see differently.

*Not only does the spiraling hawk signify rising air,
Not only did variations in wind and cloud
foretell this day's field of thermals,*

*But my powers uncoil inside me and I must determine
which of these invisible columns is strongest,
and how the cycling sky will affect my task.*

*Then I must properly devise my strategy,
Guide my craft towards each ascending mass,
Quickly centre, climb and carry on.*

*I am engaged in a hunt that is more than a hunt,
For the objects of the hunt are mostly found
Within the nature of response and action.*

*I am on a Parsifalian quest.
I must be scientist, technician, athlete,
Perhaps even a strange sort of poet.*

Stall/spin recovery training (One man's opinion)

Walter Mueller

CFI, Grande Prairie Soaring Society

I would like to go back some time, sixty-one years to be exact. It was May 1939 when I witnessed at close range (about 500m) a stall/spin accident of a Swiss airliner, a Junkers Ju-86, which killed all aboard (I think it was 16 people). This took place just outside Konstanz airport, where I was a glider pilot student working on my C Badge in the Grunau Baby. My instructor, a WWI veteran and pilot from way back, kept emphasizing how important it was to keep the speed up and don't use too much rudder in a turn.

Later as a student pilot and then as an instructor in the Luftwaffe, I had lots of fun doing spin training — pull up and kick the rudder and over it went. However I could never quite understand the connection between this exercise and how this could help a pilot from spinning into the ground on a low turn to final, or a stall/spin crash in the event of an engine failure on takeoff when one tries to return to the runway, or a rope break shortly after takeoff on a glider tow. In each of these cases, all the spin recovery training in the world would not help these pilots simply because they would be too low.

When in 1960 I took a refresher course in Calgary to get my Canadian Private Pilot Licence, we went through the same routine

in a Cessna 150 in order to get my licence. I went along for the fun of it, but was still not convinced that this exercise could some day save a pilot's life. Over sixty years of spin recovery training has not made a dent in the horrible stall/spin accident statistics.

Then when I picked up glider flying again in the 1980s, the same old story. Eventually I became active as an instructor and now it was my turn to make sure that none of my students joined the list of stall/spin fatalities. Here is my version of stall/spin *avoidance* training (I have noticed from other quarters that a change in this training direction is coming too):

At a safe altitude, not less than 3000 feet agl and after the CALL checks, I talk the student through the following exercise: fly approximately 90° to a straight highway, or a cutline, or a railroad and pretend this is the runway. Now keep on pretending — you are on the base leg, you are low, the reaction is to slowly pull the stick back. Now you have to turn to final but you are low and reluctant to bank sufficiently for the turn you have to make. Now while gently pulling back on the stick to "stretch" your glide (don't laugh, competition pilots have done that at national contests) you are not quite lined up with the runway so you "correct" this with the rudder and surprise, surprise, we are looking straight down at the ground and rotating!

After recovery (which I teach the student

more as an afterthought), I have the student check how much altitude we have lost and we find that in a real stall/spin situation, the turn to final would have been the FINAL turn.

Optical Illusions When you are flying a few thousand feet above ground and making a medium bank turn, look down the leading edge of the low wing — the illusion is that you are turning about one point. Now with the same banking turn at 300 feet onto final, one is surprised how big a radius the aircraft needs to make the turn and one is tempted (and some do) to "help" with the rudder, which is too often the beginning of the end. In some spring checkflights with experienced pilots (including instructors), I found they were doing perfect co-ordinated turns at altitude, but most used too much rudder to turn to final. I am convinced that this is due to the optical illusion mentioned above.

Summary Spin recovery training is useful for someone who accidentally gets into a spin in a thermal at a safe altitude. However, even without spin recovery training there is little chance that this would end with a crash. Spin training is an interesting exercise to show what one can do with an aircraft, but don't think it has anything to do with safety training, the statistics of the past sixty plus years (which is as far back as I can remember) have proven otherwise. What is the answer? — don't let any student in training or pilots at spring checkflights get away with flying turns with the yawstring on the low side, ie. make skidding turns, even at a safe altitude. Emphasize flying by attitude, rather than instruments, especially in the circuit.

Keep the speed up and not too much rudder. All the instructor's efforts should be concen-

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trated on stall/spin *avoidance* training.

As stated in the heading, this is strictly one man's opinion; however, if only one pilot who reads this can mentally hear me from the back seat calling, "keep the speed up and not too much rudder"; and in so doing saves himself or herself from becoming a statistic, then the paper this is written on has not been wasted.

For the want of an elevator connection

Jim Oke, WGC
from *Socktalk*

The Schleicher ASW-20 is a wonderful sailplane with excellent performance and handling qualities. However the ASW-20 (as well as the similar ASW-19) has a well-known dangerous Achilles heel in that it is easy to overlook connecting the elevator push rod when assembling the glider, and many of these fine aircraft have been damaged or written off by attempting to take off with the elevator simply not connected. So how did I almost get caught by this trap and how did I escape?

It was going to be the first flight of the season for "77"; so I knew I would need some extra time to get rid of the winter's dust, replace the seat cushions, and generally check things over before flying. After tinkering on my own in the tiedown area for a while, Larry Morrow came by and volunteered to help rig. The wings went on easily enough for the first assembly of the season and Larry offered to help move "77" out to the flightline but I declined wanting to take some extra time with my preparations. So there I was, on my own, lots of time, no interruptions, nice weather, and no bugs to swat — surely the ideal situation for getting the glider properly assembled.

I have a distinct memory of cleaning the elevator connection while the horizontal stabilizer was in its holder in the trailer and reminding myself to be especially careful to connect the elevator; "After all," I said to myself, "this is the first time you are rigging this season and you might overlook something." I also remember fitting the stabilizer into place on top of the vertical stabilizer and taking extra care with the securing bolt to make sure it was properly threaded into place and snugged up. The ASW-20 has a set of six connectors inside the fuselage behind the wing spar for the ailerons, flaps, and dive brakes and I recall doing a double or even triple check to make sure they were all done

up before closing the access cover. But somehow, despite all this care and attention, I neglected to connect the elevator!

Perhaps my mind was already looking ahead to the importance of ensuring the wing centre section connections were properly done up or perhaps the extra time I took with the stabilizer bolt replaced the time I normally spent connecting the elevator and so seemed to satisfy my normal rigging pattern and timing. I am quite sure I was not hurrying my preparations in any way. The soaring conditions looked only average, I was planning just a few hours local soaring, and there was no rush at flightline. The only factor I can think of was that I was going to use my new tow-out rig for the first time after finally finishing it (it had been a long drawn out project); so perhaps I was looking ahead more to the novelty of heading out to the flightline on my own rather than concentrating on rigging the sailplane.

The problem with the ASW-20 elevator is that its push rod connects to the bottom of the control surface which means that after putting the stabilizer on but before doing up the connector, the elevator rests on top of the push rod and looks perfectly ready for flight. Pulling back on the control stick causes the unconnected push rod to push up on the elevator making it appear to move normally while moving the stick forward retracts the push rod and gravity moves the elevator downwards, just what one would expect to see. The actual connector is out of sight underneath the elevator and forward of the rudder leading edge and can be seen only by stooping over and lifting up on the elevator's trailing edge.

I may have compounded my error by doing a functional check of the flaps and ailerons and dive brakes while still at the trailer (as I usually do) to ensure that the centre section connections have not been crossed over or forgotten. While operating the flaps and the ailerons from the cockpit and watching outside is probably an effective check on the wing control surfaces, moving the stick fore and aft and observing the elevator moving in the correct sense is *not* an adequate test of the elevator connection. I usually try and do a second visual check of the elevator connection but possibly my aileron control check gave me a false sense of security that all the controls were connected when they were not.

Anyway it was time to head for the flightline and get airborne. My new tow-out rig worked fine as I positioned the glider for takeoff. I put on my parachute and bent over to sort

things out in the cockpit as the towplane landed and turned around to come back to the takeoff point. About this time, Kelly Allardyce wandered over and said, "Jim, have you done a positive control check yet?" Since I had just completed an extra careful (to my mind) rigging of the glider and my long-awaited first takeoff of the season was imminent, I almost said yes to keep my checks moving along as smoothly as possible. Fortunately, I said "No"; and asked Kelly to help with one ... I was just as surprised as Kelly when he went to the tail and exclaimed, "Hey, your elevator isn't connected!"

The towplane went for gas so I had some time to think over my preflight preparations to try and reconcile how I had overlooked such a vital assembly step in my glider, the elevator push rod situation being something that I was quite conscious of and had even reminded myself about earlier in the day.

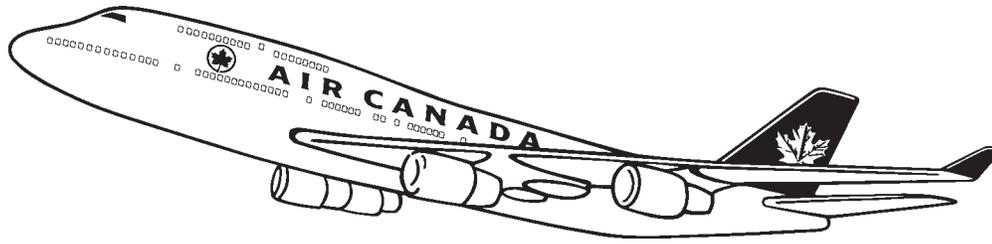
How close did I get that day to actually taking off with the elevator disconnected? I don't know; maybe while waiting for the towplane I might have gone back to the tail for a final check of the elevator connection, I often do this but not always. Would I have noticed the lack of elevator control during the takeoff? Perhaps, but the -20 is well known for its light elevator control forces and the usual practice of resetting the flaps during the takeoff to help with aileron effectiveness pitches the nose over anyways, so a disconnected elevator might easily be overlooked. The flight manual has a section on using the flaps for speed and pitch control in the event elevator control is lost, but this is something nobody practises and many pilots better than I am have come to grief in trying to fly with the elevator unconnected.

So what can be learned from this incident? First, rigging errors can occur, even to pilots who are not hurrying, are not interrupted, not bothered by the weather or other factors, and are familiar with their equipment (this was my twelfth season in my ASW-20). I was slow, methodical, and fully aware of the possibility, even likelihood, of missing the elevator connection, but still did so. Second, the SAC and club procedures that recommend or require a positive control check before takeoff *do* have a purpose and *do* work. The ninety seconds or so it takes will certainly more than compensate for the weeks or months it would take to repair a damaged aircraft, to say nothing of the possibility of personal injury and so on.

So thank you, Kelly, for prompting me carry out a proper positive control check and helping 77 and I live to fly another day. ❖



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A french edition of the manual *SOAR and Learn to Fly Gliders* has been released. It is a perfect translation of the 7th English edition

that will be released later this year. The French manual has been possible because of the hard work of Sylvain Bourque, Jean St-Germain and the translator team, almost all from AVV Champlain. The new French manual is available from SAC office for \$20 at sac@sac.ca or (613) 829-0536.

Nouveau manuel de pilotage de planeur de l'ACVV

Un nouveau manuel français de pilotage de planeur de l'ACVV-SAC est maintenant disponible. Il s'agit d'une traduction de la septième édition du manuel anglais *SOAR and Learn to Fly Gliders* qui sera offert, quant à lui, plus tard cette année. L'ancienne édition française de 70 pages 8"x5" datait de 1980 et n'était pas très élaborée. La nouvelle version comporte 180 pages de 8"x11". Le ministère des Transports se réfère à ce manuel pour préparer ses examens "GLIDE". Le manuel bleu édité en France ne peut remplacer ce manuel de base, mais il est un excellent complément, plus particulièrement en ce qui a trait au vol-voyage et à certains autres aspects du vol à voile. Ce manuel *PLANER* et

Apprendre à Piloter des Planeurs a été rendu possible grâce au travail de l'équipe de traduction de l'AVV Champlain:

Coordination – Sylvain Bourque;

Révision linguistique et mise en page – Jean St-Germain;

Traduction – Daniel Bernier (CVV Outardes), Sylvain Bourque, Martin Camiré, François Côté, Daniel Forthomme, Christian Gohel, Carole King, Jean Lapierre, Amélie Lebel, Luc Morin, Jean St-Germain;

Révision technique par les instructeurs de planeur – Sylvain Bourque, Gabriel Duford, Luc Morin, Sylvain Lamarre et Marc Lussier (membre de MSC et du comité de sécurité et de formation de l'ACVV).

La superbe photo de la page couverture est une gracieuseté de Réjean Girard (Réjean Girard en Jantar Std et André Pépin en DG-600 survolant la région de St-Hyacinthe au Québec).

Ce manuel est offert à 20\$ à votre club ou à l'ACVV - SAC à: sac@sac.ca ou (613) 829-0536.

Letters & Opinions

from page 5

in an aircraft without an engine is always going to be very small. I don't know what can be done about the decline of gliding. I myself am one of the drop-outs but I don't even know what the sport could do to get me back actively gliding. Though I remain enthusiastic enough about gliding to read this newsgroup (and post from time to time) and to evangelize gliding to anyone who I think will listen, the cold hard fact is that I basically haven't flown in the last five years — a figure which coincides with:

- the end of the Omarama Worlds, which I put all my holiday time (and more) for two years into,
- starting my own business, with all the attendant pressures on time and money,
- (a year later) acquiring an instant family, with more time and money pressures.

I've always intended to start gliding again when I get time and money (which is just about coming right now — although I've told myself that before), but after a couple of years of turning up to my club duty days without ever flying myself I even resigned from the club, which has of course put me even more out of touch since I no longer get club newsletters or the *NZ Gliding Kiwi*.

In the UK, the real 'sacred cow' is that gliding should involve a lot of getting your hands dirty and that it is price sensitive — neither are true facts. People are prepared to pay for their leisure — but that is exactly what they want, leisure, not suffering. If you doubt this is true, add up the money spent on health clubs, golf clubs, cars, digital TVs, fashion, beer, whatever ...

Some people have time and no money, while others have money but no time (there's probably not much you can do about the people with no money and no time), but I think the traditional NZ club doesn't cater well for either of these two groups — they are basically set up on the assumption that we all have a bit of time and a bit of money.

That may be changing. I visited the club a few weeks ago (the first time for years) and was told that the enthusiastic kids that I'm sure every club has are now (officially) getting some free flying in exchange for their work. I think that's great, but it should probably apply to adults as well, such as instructors (free solo flying time), maintenance engineers, etc.

There also definitely needs to be the facility for people with money but no time to do the same as you can at any flying club: book an aircraft for a particular time and arrive at that time to find it ready and waiting — fuelled, cleaned, maybe even pre-flighted, and on the flightline (with priority for a tow). Clearly this should cost those people, but there is no doubt some level at which they feel they're getting value and yet the club also gets to subsidize everyone else a bit.

I still don't know what to do about people like me the last several years. Although I've had no money to spare, and my effective hourly rate has been rather low, the marginal value of my time as a computer programmer is around \$100 per hour, and time I might spend gliding is time that I'm not looking for that \$100/hour work. And, while I'm valuable as a programmer, I'm probably not worth \$5/hour doing glider maintenance or supervising

operations. I do work hard, long hours and have to make choices between my family, my job and my leisure. Gliding comes 3rd on this list and until the 'gliding community' wakes up to this fact, it will remain in decline ... I'm off my soap box now.

Bruce

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Court judgement favours Champlain

On 8 November 99, Judge Jean Frappier of the Quebec Superior Court ruled against plaintiff (Mr. S) in a case that could have a major impact on club responsibility in Canada. I will share with you in this chronicle the events leading to this judgement. In these lawsuits it is often recommended by the insurance company to settle out of court, the settlement being less than the legal costs. We strongly argued against such a potential out-of-court settlement since we felt the incident was clearly a pilot error and we did not want a precedent in that area. Our club decision was supported by SAC and recommendations were transmitted to the insurers as to our position, and also our collaboration. It took five years and lots of efforts from many members of our club.

Information is factual and taken from Hon. Jean Frappier verdict.

Situation In July 1994, Champlain greeted a new member, an experienced pilot, and his glider, a Lark IS29. This pilot was also a former instructor in some clubs. On his second flight on 20 July this pilot groundlooped at takeoff. In his declaration he made 18 claims, stating that Champlain was responsible and therefore was sued for \$18,565.38 in damages to the glider and \$5,000 for other troubles.

In the items, the plaintiff refers to a 'member's manual' supplied by Champlain describing the requirements of the club. He states he followed all of these requirements. He describes in detail the takeoff and the ground-loop, concluding that the cable used by Champlain was too strong and did not break when the groundloop began, that being one of the causes of the accident.

Plaintiff's claim Basically the plaintiff claimed that the defendant was negligent in the maintenance of the airstrip (high grass) and that the towplane used a cable too strong for towing the plaintiff's glider.

Defence The defendant (Champlain) claimed the plaintiff was at fault in the way he controlled his glider, that the plaintiff had not verified the cable strength which is a pilot's responsibility, and in any case he could release at any time during takeoff, and finally, the plaintiff was aware of the airstrip state since it was his second flight that day.

We, the defendant, had an expert, R.O. Pearson, who had a major impression on the court. In essence Mr. Pearson stated:

- whether in sport or commercial flying, the pilot is responsible to make the decision to operate or not under the prevailing circumstances,

- Mr. S's actions on July 1994 not only endangered himself, and his glider, but he could have endangered other persons and equipment on the airport as well as causing directional problems for the towplane pilot,
- Mr. S was totally responsible for causing his own misfortune and the club has done nothing wrong.

In conclusion, the defendant won. Here are some elements taken into consideration; the high grass, Hon. Frappier refers to Champlain's manual where it is specifically stated that members are responsible for the proper maintenance of the airstrip. He also says that the plaintiff felt the tow cable was too strong but he still accepted a launch without adding a weak link.

It took five years to win this. The plaintiff can still appeal. We won because we were ready to fight for the good of our sport. On receiving the lawsuit we held meetings with all the members involved or present that day. We took notes and kept detailed records of the events. We convinced the insurance companies of the consequences of an out-of-court settlement and SAC to fight.

All this and the well-written club manual helped us win this case.

Jean Lapierre

Year 2000 may bring indoor plumbing to Cu Nim

Last summer it began to appear that Cu Nim might soon fulfill a long-held dream of its more "domesticated" members. A new and proper clubhouse is now in the works thanks to a grant application made to the Calgary Community Lottery Board last spring. We received a favourable response (\$45,000), and an earnest effort is now underway on the design and contract arrangements. With luck, construction will begin soon.

Talk of a "real" clubhouse has been going on since before I became a member in 1973. In those days we had a dilapidated mobile job office which was seldom ventured into. It had a good deck on the south side but no washrooms. Although Cu Nim was on rented land, we convinced ourselves to erect a first class hangar, largely with funds wrung out of the City of Calgary by Bruce Hea. But a similar commitment to provide civilized facilities for members and their families failed to materialize. After the successful purchase of our land in 1992, a committee of clubhouse promoters prepared a design program, but the idea languished in fiscal conservatism until Mike Glatiotis championed the project last year as his presidential platform.

The facility to be built will have a main lounge on the south end which can be easily adapted for seminars or meetings. The central space will be an open kitchen/dining area with an adjoining small office (room or

alcove), and some storage space. At the north end will be the all-important washrooms complete with showers. A large deck is planned around the south end to be built as resources allow. Some work may be done by club volunteers, but the structure will be done by professionals.

Some Cu Nim members who have experienced the comforts and convenience of such a gathering place at other clubs have long marvelled at (and lamented) our ability to survive without it. I have no doubt that whatever the final details, this project will enhance our experience of the sport in many wonderful ways. Get ready for more members and their families showing up regularly at the club, a growth in membership, more flying, and more fun.

Al Poldaaas

Silver Badge for a teenager

My son went solo on his 14th birthday in 1998, having taken to gliding like the proverbial duck to water. Of course his dad was off doing long flights most days we were at the gliding club, and Chris was trying to learn everything about flying as quickly as possible. He needed some experience in local soaring and then could attempt his Silver badge.

This past summer, Chris began to consider each weekend as the potential for doing his five hours. He would roll out of bed at the crack of noon to do his five hours (remember he is a teenager and their day starts at a different hour). After a few attempts and running out of soaring time, he realized that an earlier start would be better and managed to fly for five hours on 11 July. Next was the height gain. Well, this is easy once you carry a barograph, so he found one, installed it and went and did the height gain on 12 July.

Next was a 50 kilometre flight. Another pilot had planned a flight to York Soaring, so why not fly back to SOSA after Raphael had completed his flight to York. Off went Chris in the towplane to York, and started to fly back to SOSA. Did he have a map? "No problem, Mom", Raphael has one and he could borrow his. Chris flew back as far as Puslinch Lake and landed out, a flight of 49.9 kilometres, not quite far enough, but tomorrow is another day.

It was several days later, 19 September, when it looked possible to fly to York again. There was a strong crosswind for the 1-26, but it was possible. Chris was blown downwind extensively, but managed to navigate his way north, around Bellwood Lake, up to Highway 9, couldn't see the airfield, but followed it westward and made his way to York Soaring at the age of 15. (The next week he couldn't find his way to the dentist on the bus! Something to do with where there is a will there is a way.)

Andy and I were very proud of him flying his Silver distance, and that made up for having to retrieve him by trailer (some snag with the towplane precluded an aerial retrieve) in the dark of a September evening.

Lynne Gough

York Soaring ground school

York is hosting a spring Glider Pilot Ground School directed at beginning pilots in preparation for basic flight training and the Transport Canada exam. The course starts either Tuesday 16 May or Thursday 18 May at the U of T Erindale Campus in Mississauga. The eight session course will be held on the evening which is best for most students from 7:30 – 10:30 pm.

The course meets TC's licensing requirement for 15 hours of ground school and to prepare the student to write the Glider Pilot examination. However, other aspects of soaring of a more general nature will be covered as well. The material will be presented in a lecture format supported by videos.

Erindale College is on the east side of Mississauga Road just north of Dundas Street in Mississauga. For registration information or if you have any questions on the course itself, please contact Ulf Boehlau:

days: (416)410-3883 ulf@problem.org
eves: (905)884-3166 cm855@torfree.net

Visit the York Soaring website:
www.yorksoaring.com

A daily club pilot briefing?

... One suggestion that comes up is that on every flying day a pilot's briefing should be held on the field. It shouldn't take more than 10 minutes. That way things like the day's events can be planned (intro flights, student flights, etc.), weather forecasts passed on, and the status of equipment can be communicated to all who want to fly that day. After the briefing the relevant information should be posted in either the clubhouse or the ops shack for those that come later in the day. Any items of interest that pop up during the day should be brought up at the next day's briefing to provide continuity.

If things are run in a smooth and professional manner it will lessen the chances that confusion will ruin an otherwise great day. We all need to take part in changing the "club culture." We need positive initiatives that will enhance a safe and happy atmosphere. Constant reminders on the basic checks, diligent DI's and doublechecks of rigging and repairs should be reinforced daily. Monitoring of all pilots, (instructors, towpilots and even ground personnel) for tiredness, grouchiness, signs of dehydration is also in everyone's best interest.

Heidi Popp, VSA Safety O



Discovery Channel does soaring

Screenlife Ltd. in Toronto was busy in 1999 producing a one hour segment on soaring for the "Flightpath" series on Discovery Channel.

The program (entitled *Soaring Flight*) will air in the fall. More info later.

The new two-seat PW-6 flies with the PW-5 for the first time. Their performance is similar and both front cockpits are identical, so there are no surprises on student solo flights. See article in *free flight 5/99* outlining the advantages to clubs in using the pair for training. Made by Bielsko1, a new company that includes the PW design team, the PW-6's agreeable flying characteristics and lower price compared to current glass trainers give clubs new options. For more details, contact <yeatesc@sympatico.com>.

The Russians are coming! ... to CANADA!

MZ Supplies is now the exclusive Canadian dealer for the AC (Russia) line of sailplanes. These sailplanes are ideal for club use, cross-country and all-round fun flying. Models come with fixed gear, nose wheel, retractable gear, kit version and (soon) as a self-launcher.



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hangar flying

Gaggle Flying

by Bruno Gantenbrink

The following is the text of a letter he wrote to the IGC arguing that the evils of gaggle flying are encouraged by the current contest rules ...

WHEN I STATED that pilots love gaggle flying, what I meant was that pilots love to win and consequently love winning strategies. Gaggle flying is the best winning strategy that I know. No other strategy even comes close. Whenever I make a speech about competition soaring, I do not forget to highly recommend gaggle flying and I do mean that very seriously. Last year I made a speech at our German Soaring Convention, "Impact of the rules and soaring formulas on pilot strategies and behavior". The following is some of the ideas about gaggle flying from that speech.

Our scoring formulas are working under the assumption that each and every pilot is flying as a single individual. Following this assumption we get more speed points as the number of finishers increases. One finisher we get no points, with a few we began to see more. The basic assumption that everyone is flying individually does not describe the reality in a fair and correct way. In real competitions gaggles act and behave as a single individual.

The individual gaggle is led and organized by one (or very few) creative leaders. The rest is a passive and stupid crowd. For the leader the advantage of flying with this gaggle is that his performance is weighed by the number of gaggle companions. The bigger the gaggle the better. Now let's compare the scores of the gaggle leader with the individual competitor. The following is a drastic example.

We have two very good pilots: one is flying bravely alone (Lone Wolf), and the other flies with the gaggle, leading and organizing it (Clever Sportsman). The Clever Sportsman makes everyone feel happy in the gaggle. It is so wonderful to find a good leader, especially when so few are willing to take the burden of leadership. Let's assume that the Lone Wolf flies a wonderful competition, completing the task on nine of the ten days. Let's also assume that the gaggle lands out the first nine days. This happens because the gaggle, day by day, circles before the start until it is too late to complete the task. Only on day 10 does the Lone Wolf land out, but the gaggle led by the Clever Sportsman comes home.

Now guess who just won the competition. The Lone Wolf was right 90% of the time. The Clever Sportsman was right only 10% of the time. Nevertheless, the Lone Wolf lost and the Clever Sportsman won. The stupid Lone Wolf finishes behind all those passive gaggle

pilots who have not found one single thermal in the entire competition. Why? Our scoring formula has made this miracle happen.

Because the Clever Sportsman has used the gaggle to control the effect of anything he has done wrong, and controlled the number of points he would lose, he is much better off than the Lone Wolf who is sentenced to death for one mistake.

I have exactly described how the real competition game is played in modern competitions. The Clever Sportsman uses the gaggle as a "joker", disregarding the maximum scores for those decisions where he is right. He can multiply his points with the number of his gaggle companions that get home with him. If the Clever Sportsman fails, the gaggle is his personal insurance that his mistakes will not cost him many points, because the gaggle fails with him. Our scoring formulas work in a way that a mistake is not scored as a mistake if you have enough company with you.

The gaggle guarantees that the Lone Wolf does not have a chance against the Clever Sportsman whether the gaggle finishes the task or not. The Clever Sportsman does not care about the Lone Wolf: he is just another poor idiot who happens to be flying the same task. If the Lone Wolf is right he gets almost no [additional] points, if he is wrong it takes him out of the game completely. Not even the "Super Wolf" is always right, and just one mistake is enough to kill him. (*Karl Striedieck's loss at Bayreuth last year by going off on his own and landing out is a perfect example.*)

How does the Clever Sportsman beat the gaggle? He does this by waiting the longest and starting last. On the days when this strategy is too risky, the Clever Sportsman starts when he is sure that everyone is leaving when he is leaving. After catching up with the gaggle, the Clever Sportsman does not take any risks so that he has the best chance of being the first to go into final glide. Since everybody is very happy with the Clever Sportsman's leadership, no one will pass him. His only concern now is to be the highest in the last thermal. A few minutes every day will make him the winner. If all this sounds familiar to you it is because this is the way real competitions are flown today.

The strategy which I have described works incredibly well. Most of the champions of the last decades have won with it. Therefore I say, only complete fools don't fly gaggles. Pilots, don't listen to all those who set the rules in favour of the gaggle, and then come along and tell you that you are a bad pilot because you want to win. They will tell you that pilots like Ingo Renner won without gaggle flying. I say how many geniuses like Ingo do we have in competition? Maybe one every decade. The rules writers are making the Lone Wolf feel guilty, so they don't have to change the system.

I feel there are only two ways to cure the worst symptoms of gaggle flying. One is to radically change the scoring formula so that gaggles are no longer rewarded. The other is the pilot selected task. Both ways will hurt, and the majority of competition pilots will fight against them. Anything less will be an alibi that one has done something, without changing anything.

from CAS News

Workshop Glossary

Hammer Originally used as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive glider parts not far from the object we are trying to hit.

Acetylene torch Originally purchased as an industrial-strength metal working tool that combines gases in the presence of a spark to create welding heat. Now used exclusively for smoking barograph foils.

Hacksaw One of a family of cutting tools built on the Ouija Board principle. It transforms human energy into a crooked, unpredictable motion. The more you attempt to influence its course, the more dismal your future becomes.

Utility knife Used to open cardboard cartons delivered to your front door and to slice through the contents. They work particularly well on boxes containing wing covers, parachutes, and canopies.

Electric drill Normally used for spinning pop rivets in their holes. It also works well for drilling holes in the floor pan just above the vacuum line that goes to the TE probe.

Aviation snips See Hacksaw.

Air compressor A machine that takes energy produced in a hydro-electric plant 500 kilometres away and transforms it into compressed air that travels by a hose five metres to an impact wrench that grips rusty bolts last tightened twenty years ago, and rounds them off.

Wire wheel Cleans rust off old bolts and then throws them at the speed of light somewhere under the workbench. Also removes fingerprints and hard-earned calluses in about the time it takes you to say, "Ouc...".

Vise grips Used to round off castellated nuts on control fittings. If nothing else is available they can be used to transfer intense welding heat to the palm of your hand.

Award Winners of 1999

David McAsey

DURING 1999, competition for national trophies was more intense than it had been for a number of years. Better weather in eastern Canada seemed to be a contributing factor, off-setting the usual western advantage of typically stronger thermals.

More important, the spirit of competition was alive and well. Bruce Friesen of the Edmonton Soaring Club typified this spirit. He wrote in his application that he didn't expect to win with his 37-year-old wooden ship (a Std. Austria) but took a certain pride in demonstrating the viability of an old, low cost glider as one option for a cross-country machine for those inclined to do so. Bruce had a five-flight score that in other years might have been enough to win the Canadair Trophy.

Another competitor with the same spirit was **Dale Kramer** of SOSA. Dale earned his glider licence 20 years ago as a student. Last year, he began the season with a total of less than 80 hours as pilot-in-command of a glider. Dale, who made a 1000 km flight south of the border, has won two of SAC's top awards for his 1999 flights: the **Canadair trophy** for the best five flights of the year, and the **"200" trophy** for the best five flights by a pilot with less than 200 hours P1 in a glider. All of his flights were from Rockton. In common with two other competitors, all of Dale's turn-points were logged by a GPS. All of his flights were in "K1"; his LS4a.

Final results for the Canadair trophy were very close: Dale's closest competitor was Trevor Florence, only 40 points behind Dale with 3021 points, followed by Tony Burton, Al Hoar, Ulli Werneburg, and Bruce Friesen.

Winner of the **BAIC trophy** for the best flight of the year was **Trevor Florence** of Vancouver Soaring Association. His winning flight of 522.1 km on 28 July was in a Twin Astir, and also set a Canadian multiplace free three turnpoint record in the Open category. The takeoff point was Invermere, with turnpoints at Mount Seven hang gliding site at Golden, Lakit lookout, and Harrogate Mill. The runner-up was Tony Burton.

The **Stachow trophy** for the highest flight was won by **Alan Hoar** of the Cu Nim Gliding Club, who achieved an altitude of 28,000 feet after release from tow to 8100 feet. Like several other competitors, he used an FAI approved digital barograph to record his flight. Al flew a Std. Cirrus, 4E. He made his record flight 7 October at the Cowley Wave Camp, where he found wave conditions that



Keith Andrews

Champlain trophy winners: l/r Sylvain & Gabriel

seemed to elude everyone else. There were no other contenders for the trophy this year.

The **Silver "C" Gull trophy** was won by **Chris Gough**, age 15, with a flight from SOSA to Arthur, Ontario. Chris won his badge in a club 1-26.

I should note that there was an error in the application forms posted on computer some time ago. Speed points, abolished some time ago, somehow reappeared in the formula. Speed points were not counted for any of the trophy applications, and the application forms were corrected.

NON-FLYING TROPHIES & AWARDS

Hank Janzen trophy (*club or pilot with best contribution in the year to flight safety*)
The Hank Janzen Trophy winner for 1999 is **Sylvain Bourque** of the Champlain club. He was responsible for the large effort, taking over one year, to translate the official SAC student training manual, *SOAR and Learn to Fly Gliders* into French. That this was a success is a tribute to Sylvain's vision and persistence in organizing the many translators and in seeing the work through to completion. It is surely a major contribution to the safety of our sport in Canada. The runner up who was awarded the trophy two years ago is Larry Morrow.

Ian Oldaker, chairman FT&S

Walter Piercy trophy (*instructor of the year*)
There were several nominations for the Instructor of the Year trophy. The winner is **Gabriel Duford** of the Champlain club. In 1999 he was the assistant to the CFI and was responsible for the instructor schedule and for replacing the missing instructors, and he accumulated a great number of instructing flights. He is also a towpilot. It should also be noted that he was in his last year in university to be a computer analyst (he received his diploma last December). He also

took a paragliding course and went solo last summer. He is officially the new CFI for 2000. An excellent record for a 22 year old! Other nominees were Dan Bush, 2nd; Neil McKinnon, 3rd; with Tom Coulson and Scott McMaster as runners-up.

Ian Oldaker, chairman FT&S

Roden trophy (*club soaring skills development*)
The club trophy for best overall badge achievements was won by the **Vancouver Soaring Association**. The club, with 84 flying members, awarded five A and B pins, three C badges, one Silver badge and three of the following: Gold badges, Diamond legs and national records.

David McAsey

Ball & Chain trophy (*accomplishment by a married pilot*)
Awarded by the SAC president to anyone, for anything. The trophy was presented to **Marga Heidel** for over thirty years of service to the Montréal Soaring Council. Although she does not fly, Marga has diligently managed MSC's accounting and administration since 1969.

Pierre Pepin

Best Author certificate (*for the best article to appear in free flight in 1999 by a Canadian writer*)
Awarded by the *free flight* editor to **"the Bald Eagle"** of SOSA for a series of humorous and thoughtful stories on the pitfalls and pleasures of beginning cross-country and contest flying.

Tony Burton, editor

FAI Paul Tissandier Dipoma (*service to aeronautics and airsports*)
See text on page 23.

COMPETITION TROPHIES awarded at the Nationals at AVV Champlain were:

- | | |
|--|-------------------------|
| MSC trophy | |
| 15m Class Champion | Heri Pözl |
| Wolf Mix trophy | |
| Std. Class Champion | Jörg Stieber |
| Dow trophies – best assigned task flown | |
| • 15m class | |
| 282.3 km @ 82.3 km/h | Walter Weir |
| • Std class | |
| 282.3 km @ 84.3 km/h | Dave Mercer |
| • Sports class | |
| 245.0 km @ 65.1 km/h | Hans Berg |
| Carling O'Keefe trophy – best Team | J Waters / A Berinstain |
| SOSA trophy – best Novice | Dale Kramer |

Summary of AGM workshops

Soaring Safely into the New Millennium

by Dan Cook and Ian Oldaker

In the first half of the presentation, Dan Cook explored the various areas of soaring that the statistical evidence reveals are most likely to contribute to accidents and mishaps. In the second half, Ian Oldaker discussed the effect of having the proper attitude toward safety; using the Swiss-cheese model, he illustrated the multilevel links in the causes of accidents; the consequent need to promote attitudes of safety at all levels, from the personal to the organizational, was emphasized.

Glider Flight Safety by Ian Grant

This talk focused on the safe use of airspace. The changing environment, with more traffic, in more controlled airspace, is putting pressure on the gliding community to guarantee public demands for safety. Near misses are increasing. The onus is on glider pilots to maintain a vigilant lookout, to adhere to Visual Flight Rules, in and out of controlled airspace, and to develop competence in aeronautical communication procedures.

Wave & Cross-Country in the Rockies by Tony Burton

This seminar opened with an explanation of the origin and history of the wave soaring site at Cowley, Alberta, then of the meteorological and topographic factors which produce such a good wave there. There was an explanation of the Chinook Arch and the Alcor research sailplane which Tony flew. The talk concluded with a description of the Columbia Valley in BC and the long mountain soaring flights that are possible there.

Buying and Maintaining a Glider by Chris Eaves

The first part of the talk focused on some of the procedures and documents needed to import and licence gliders from outside Canada. This process is usually overburdened by bureaucratic complications. The second part of the talk was a Q&A period on gelcoats: how they age, how to treat them, how to repair or change them.

Sports psychology by Dr. Claude Sarrazin

This was a very interesting lecture by a leading expert in this field. Skills aside, any person attempting a maximum performance task also has to be free of mental blocks. Dr. Sarrazin described the process by which a task is broken down into all the physical steps, followed by a list of the possible psychological impediments to each. The problem

of solving a lack of top performance is to identify which particular impediment is affecting which physical step, and to find the unique personal cure(s) to overcoming it.

Sporting Committee Forum

by Jörg Stieber & Tony Burton

This was an open forum, during which many new proposals or changes to the rules governing soaring competition were discussed and voted on. The perennial matter of funding was also discussed. Although the issues brought forth were somewhat difficult to the uninitiated, the session did illustrate the complexities of regulating soaring contests.

Lake Placid Wave

by Bernie Palfreeman & André Pepin

This presentation used pictures and terrain maps to describe the area. Every fall MSC and members from GGC, RVSS and AVVC fly from the Lake Placid airport. The operational procedures regarding ground, staging, takeoff/landing and wave flight were described. Slides were used to show wave, thermal and ridge areas as well as the scenic beauty of the surrounding area. Areas of lift and sink as well as landable points were presented.

CAS and Intro to Cross-Country Flying

by Dave Springford

The first part was a short intro to the work of CAS, ranging from lectures and seminars, to sponsoring cross-country clinics for both beginners and advanced pilots, to providing contest support in various ways. The second part was a technical exposé on cross-country flying; it touched in detail on many subjects, including thermaling, inter-thermal flying, polar curves, speed-to-fly and MacCready rings, final glide calculations, and more.

Suzanne Pettigrew – Banquet Speaker

by Susan Kennerknecht

This year's keynote banquet speaker captivated the audience with her vivid and often

amusing recounting of her flying experiences spanning nearly two decades. Suzanne Pettigrew, commercial pilot with Air Canada who feels as comfortable at the controls of a Boeing 767 or Airbus as she does flying Med-evac into Canada's far north, is somewhat of a rebel. As the first female pilot hired by Air Inuit, Suzanne flew extensively into some of the most remote regions of our country, under extremes of weather and flight conditions. Suzanne's obvious passion for flying was an inspiration to everyone in the room, experienced aviators and new pilots alike. She has yet to try soaring though, something which she is keenly looking forward to doing as soon as the fields dry up! ❖



Coming Events

20-28 May **VSA Spring Soaring Camp**
Pemberton BC. Hans Baeggli <hbb@mda.ca>

5-12 June **Eastern SAC Instructor Course**
Hawkesbury is preferred site, and failing that, SOSA. Contact: Tom Coulson (519) 651-2779.

8-30 June **VSA Summer Soaring Camp**
Invermere BC. Hans Baeggli <hbb@mda.ca>

25 Jun - 6 July **Canadian Nationals**
Invitation to contest on page 26 and full details on SAC website.

TBA **Western SAC Instructor Course**
Place somewhat uncertain – but probably in Saskatchewan. If you are interested, contact Terry Southwood asap at (403) 255-4667.

18-22 July **CAS Summer XC Clinic, MSC**
Contact: Greg Bennett <kimja@hawk.igs.net>

29 Jul - 7 Aug **Cowley Summer Camp**
Come to the biggest, best annual soaring event in a wonderful soaring setting. Provincial contest held midweek. Tony <free-flt@agt.net>

5-7 Aug **SOSA Mudbowl** Fun XC weekend.
Dave Springford <springford-d@rmc.ca>

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Donations to SAC

The Soaring Association of Canada wishes to express thanks to the many individuals listed below who made donations to the various SAC funds in 1999. Donations were made to the following: World Contest Fund, Wolf Mix Fund, Corley Memorial Scholarship Fund, Pioneer Fund, and the General Fund.

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Joe Volmar

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FAI Paul Tissandier Diploma presented to Tony Burton

Tony, a member of Calgary's Cu Nim Gliding Club, but better known to members across the country as editor of *free flight* since 1982, has earned the Paul Tissandier Diploma. This diploma is awarded by the Fédération Aéronautique Internationale, on national recommendation, "For services to aeronautics and airsports". The award was announced by retiring SAC president Pierre Pepin at the SAC annual awards banquet in Laval, Quebec.

It all began forty years ago in Cold Lake, AB, Tony's first posting when he was in the RCAF, where he had his first gliding flight. Tony's rich soaring history since that time includes competition in many provincial and national contests, and his name is inscribed on most of the SAC, Alberta Soaring Council and club trophies. Last year he won the SSA Region 8 Sports Class championship at Ephrata, WA for the second time. Tony is well known for building his yellow RS-15, Echo Echo, and using it to set several Canadian records, the longest being the 652 km Open out-and-return flight in 1993.

Nationally and regionally, Tony has freely loaned his talents. He has served as a Director, a member of the Sporting committee, the

Badge chairman, is the author of SAC's *Badge & Record Flying* guide (now in its 7th edition) and the *Contest Cookbook*, and has done countless other chores to further the interests of soaring, especially in his current stint



Keith Andrews

to rewrite the FAI's Sporting Code and edit the new upcoming FAI OO guide for gliding.

A long-time instructor, Tony especially enjoys coaching pilots who are making their early efforts at cross-country flight, and he has been an avid champion of the Club class and of encouraging pilots to set high goals in their soaring, no matter what they fly.

David McAsey, Alberta Zone Director

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You can't get there ... from page 7

the hard surfaces that collect heat in the city. Five hours and 18 minutes later my quest for soaring riches concluded with far more than just the right to claim my Silver badge.

Walter, thank you for commenting on the fact on the *free flight* badges page that all three requirements for my Silver badge were met in two consecutive weekends in a 1-26, I agree that's quite a feat. Now you can see why I said it worked out just fine missing my duration by just 16 minutes in the Blanik.

In truth, it took a great deal more than just my effort to complete the required tasks. Thanks to my wife and my daughter who were always there to retrieve me. Thanks to Eric Gillespie (my partner) and the other helpers, and to all the others who offered encouragement just when it was needed. These people know the Silver badge in a 1-26 took more than the two consecutive weekends that the record may show.

Thanks to all who supported my quest. ❖

The following record claims have been approved:

Pilot, date Tony Burton, 3 May 1999
Record type Speed to a 100 km goal – 93.3 km/h
Record category Club (SAC)
Sailplane RS-15 (handicap 1.05)
Task completed Black Diamond AB to Picture Butte (135.9 km)
Previous record unclaimed

Pilot, date Tony Burton, 26 May 1999
Record type Free 3 TP distance – 527.3 km
Record category Club (SAC)
Sailplane RS-15 (handicap 1.05)
Task completed Invermere BC to Nicholson bridge to Elko & return
Previous record unclaimed

Pilots P1 - Trevor Florence, P2 - Ernst Schneider
Date of flight 17 July 1999
Record type 100 km speed to goal – 65.3 km/h
Record category Multiplace (SAC)
Sailplane Twin Astir I (C-GVXS)
Task completed Swansea H/G launch to Mt. Seven H/G launch (108.8 km)
Previous record W. Chmela / R. Zimm, 47.0 km/h in 1971

Pilots P1 - Trevor Florence, P2 - Dennis Turner
Date of flight 28 July 1999
Record type Free 3 TP distance – 521.3 km
Record category Multiplace (SAC)
Sailplane Twin Astir I (C-GVXS)
Task completed Swansea H/G ramp BC to Mt. Seven H/G ramp to Lakit lookout to Harrogate Mill and return
Previous record Unclaimed (territorial)

Pilot, date Brian Milner, 27 May 1999
Record types 1) O/R Distance, citizen (FAI 3.1.4e) – 1128.9 km
2) O/R Speed over 1000 km, citizen – 147.0 km/h

(FAI 3.1.4g)
Sailplane Nimbus 3, N245AB
Task completed Lock Haven, PA to Whitten ridgetop, Whitten, VA and return
Previous records 1) Walter Weir, 1032.1 km, 1993
2) Walter Weir, 142.6 km/h, 1993

The following record has been claimed:

Pilot Dale Kramer
Date of Flight 29 November 1999
Record type 100 km triangle speed, citizen – 168.05 km/h (FAI 3.1.4h)
Sailplane LS-4a, N7LR, "K1"
Task completed (flown at Ridge Soaring area, PA)
Previous record Peter Masak, 141.4 km/h, 1985

The following record claims were disallowed:

1. Alan Hoar, flight of 5 May 1999
300 km distance and speed, and free 3 TP distance (3 claims)
Evidence was provided by a Borgelt BJ1 barograph/flight recorder, however, this flight recorder is not IGC approved.
2. Trevor Florence / Dennis Turner, flight of 28 July 1999
100 km speed to goal (first leg of their 521.3 km flight)
Barograph was out of calibration, a requirement for a speed claim.

NOTICE – Pilot documentation on Record and SAC Trophy claims forms when using GPS turnpoints on a task

Listing just the Lat/Long of TPs from the FR data when flying "free" tasks is sufficient evidence for the claim. However, please include the approximate physical location of TPs in the "pilot's flight narrative" as an aid to the historical record of these flights.

Ursula Wiese, "Book of the Best" archivist

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World Contest & IGC Cdn delegate
Jörg Stieber (see Sporting)
Haf Werneburg (alternate)

Pilots at these conventions make an interesting audience. Have you considered how left-brained — logical, reasoning — we tend to be? First of all we're mostly male, all but about three per cent in the case of competition pilots, heavily brainwashed to distrust the non-rational or the non-analytical. Secondly, the vast majority of all the pilots there have ever been trained by the military or by pilots trained by the military. It very much favours a left brain, by-the-numbers, 1-2-3-4 approach, which is reasonable given the mission of teaching large numbers of 20 year olds not to kill themselves in some very expensive toys. So is it any wonder that, as a group, we are left-brain oriented?

But in soaring we are talking about finding our way around the invisible geography of the sky. Logic and analysis are fine tools when there are plenty of knowns in the equation. But when the unknowns mount, as in art, or creativity, or soaring, then intuition, which deals with understanding and perception, becomes the mode of choice.

Unreliable you say? Sure. Not even Shakespeare produced a masterpiece every time

out. But will even the fanciest computer — the epitome of logic — produce a Hamlet or beat an Ingo Renner? Even once?

If intuition is an undeniable good, friend to winners, be sure to avoid its evil cousin, impulse. The two can look a lot alike since both are non-logical, but there's a world of difference. Impulse is most often born of impatience, anger and frustration — and Lord knows soaring is capable of serving up heaping platefuls of all three. Example: in a recent nationals, a two-time world champion, standing a close second on the last day, frustrated with a rapidly-failing electrical system, dialled the wrong TP into his flight recorder after an in-the-air course change and finished dead last for the day, blowing a likely win. It was me.

At a higher stakes level, one of the US Team pilots in last summer's Worlds, distracted by non-flying matters on the last day, failed to do his pre-takeoff checklist. Going to the wrong turnpoint mistakenly entered in his flight recorder for the POST task dropped him from a likely third overall to 11th. Both cases are examples of heavy losses by top level pilots due to impulsive actions.

So how do you tell these equally irrational but very different cousins apart? If the feeling grows out of sudden negative emotion — frustration, fear or uncertainty, the chances are that it's impulse. If it grows out of a unified view of the whole and just feels right, it's probably intuition.

Go with feelings

Here's what I know. If the problem is simple and open to logic by all means use it. But if there are two or three possibilities and especially if there's a lot of emotional stress in the mix and not all that much information, go with your feelings, listen to your intuition. It knows in ways you might not yet have figured out. How do you do this? Open your mind — all of it, not just the logical part and more importantly, your gut to what nature is trying to tell you.

Remember that all the intuition and sports psychology in the world won't do any good if you haven't really practised. No matter how psyched you are, pouring out of an empty bottle produces nothing. But no matter how full of skills the bottle may be, not much will come out if it's stoppered by emotional chaos. ❖

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Vancouver, BC V6L 1W2
(604) 739-4265 H
dclair@istar.ca

Current Canadian records (as of 1 Jan 2000)

C indicates a record by a Canadian citizen originating outside the country.
T indicates the corresponding record set within Canada. (These are noted only when a greater "C" record exists.)

RECORD TYPE	OPEN	CLUB	MULTIPLACE	FEMININE
DISTANCE (km)				
3.1.4a Free distance	D Marsden/M Apps 1093 1984 Walter Weir 519.4 C 1995		Chester Zwarych (R Adam) 495 1986 Charles Yeates (K Yeates) 259.9 C 1999	Ursula Wiese 607.0 1986 not claimed
3.1.4b Free out & return	Bonnière/Werneburg 559.7 T 1998 Brian Milner 1394.0 C 1993	Tony Burton 527.3 1999	Trevor Florence (D Turner) 521.3 T 1999 Charles Yeates (K Yeates) 391.7 C 1999	Sue Eaves 508.7 1995
3.1.4c Free 3 TP distance	D Marsden/M Apps 707 1984		C Zwarych (H McColeman) 310.0 T 1984 Jock Proudfoot (G Fitzhugh) 304.0 C 1981	Antonia Williams 305.0 C 1975
3.1.4d Distance to goal			David Marsden (E Dumas) 421.5 1979	Ursula Wiese 328.0 1984
3.1.4e Out & return	Tony Burton 652.3 T 1993 Brian Milner 1128.9 C 1999		John Firth (D Webber) 510.4 T 1986 Charles Yeates (K Yeates) 510.2 C 1989	Jane Midwinter 317.6 1988
3.1.4f Triangle distance	Hal Werneburg 803.7 T 1982 Peter Masak 1007.0 C 1987			
SPEED, Δ(km/h)				
3.1.4h 100 km	Kevin Bennett 131.1 T 1989 Peter Masak 141.4 C 1985		David Marsden (M Jones) 98.1 1975	Antonia Williams 54.5 C 1976
SAC 200 km	John Firth 110.6 T 1984 Charles Yeates 116.3 C 1994		Lloyd Bungey (T Burton) 76.0 T 1983 Charles Yeates (K Yeates) 79.5 C 1987	Marion Barritt 68.7 C 1970
3.1.4h 300 km	Kevin Bennett 113.1 T 1988 Peter Masak 148.9 C 1985		Dave Marsden (E Dumas) 69.9 T 1975 Ian Spence (J-R Faliu) 128.5 C 1991	Ursula Wiese 55.6 1983
SAC 400 km	John Firth 99.0 T 1987 Charles Yeates 119.7 C 1994		not claimed	not claimed
3.1.4h 500 km	Walter Weir 105.7 T 1991 Peter Masak 151.2 C 1985		John Firth (D Webber) 88.8 1986	not claimed
3.1.4h 750 km	Willi Krug 108.8 1982		not claimed	not claimed
3.1.4h 1000 km	Peter Masak 106.5 C 1987		not claimed	not claimed
ALTITUDE (m)				
3.1.4i Absolute altitude	Bruce Hea 10485 T 1981 Walter Chmela 12449 C 1974		Robert Shirley (P Campbell) 9083 T 1961 W Chmela (A VanMaurik) 10390 C 1975	Deirdre Duffy 8986 T 1991 Antonia Czervenka 9772 C 1969
3.1.4j Gain of height	Dave Mercer 8458 1995		Robert Shirley (P Campbell) 7102 1961	Deirdre Duffy 6575 1991
SPEED, O & R (km/h)				
SAC 300 km	Hal Werneburg 115.2 T 1983 Walter Weir 191.3 C 1989		Walter Chmela (H Rominger) 65.0 C 1976	Ursula Wiese 59.6 1984
3.1.4g 500 km	Kevin Bennett 126.3 T 1992 Walter Weir 150.9 C 1996		not claimed	not claimed
SAC 750 km	Walter Weir 145.0 C 1994		not claimed	not claimed
3.1.4g 1000 km	Brian Milner 147.0 C 1999		not claimed	not claimed
SPEED, GOAL (km/h)				
SAC 100 km	Kevin Bennett 118.7 T 1985 Walter Weir 147.7 C 1992	Tony Burton 93.3 1999	Trevor Florence (E Schneider) 65.3 1999	not claimed
SAC 200 km	Kevin Bennett 125.9 T 1992 Walter Weir 143.0 C 1995		not claimed	not claimed
SAC 300 km	Wolf Mix 108.6 T 1966 Walter Weir 145.9 C 1994		Jock Proudfoot (G Fitzhugh) 70.2 C 1981	not claimed
SAC 400 km	Tony Burton 81.5 1990		not claimed	not claimed
SAC 500 km	David Marsden 97.1 1970 Walter Weir 138.4 C 1993		not claimed	not claimed

An invitation to a great soaring event

The **Canadian National Soaring Championships** will take place at the Gatineau Gliding Club from 25 June to 6 July 2000. The committee has done a great deal of work to ensure that we have a great event to kick off the new millennium. AIR CANADA has again been very gracious in donating a pair of worldwide passes which will be drawn from one of the three class winners. I suspect that the passes will live things up a bit from the point of view of a well fought competition.

We have also set up many evening functions to keep the contestants and crews amused, well fed and relaxed. We will be kicking off the evening events with a lobster party (Maritime style) cooked on site with all the trimmings. It is essential if you plan to attend the lobster feed that you register separately with the number of people so we can order the number of lobsters well in advance. There will be no extras and unregistered late comers will be out of luck. Those who wish to register on-line may do so.

I would suggest that people keep an eye on the nationals website as it is updated regularly with the entrants and other news. The page can be accessed by either SAC home page *News and Events* or <www.sac.ca/nationals2000> I'm sure that all who attend this event will have a wonderful time flying in the true spirit of competition and the associated camaraderie with their fellow pilots and crew.

Bob Mercer, contest manager

"Gravity and Flight"

Everyone has two contending tendencies of soul. One is to fly. The other is to remain grounded. The desire for flight is a longing for spiritual freedom, a yearning after brilliance, to know fire and light, to soar in the rarest of climes. It is to be Icarus ...

We must learn to walk a tightrope between two worlds, to dance between heaven and earth, to walk on air and return gently to terra firma...

As we learn to defy gravity and fly, even as we welcome return to earth ... [we] shall spread our wings and fly again ...

*from "Under the Divine Lote Tree"
by J.A. McLean*

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Personal ads are a free service to SAC members (please give me the name of your club). \$10 per insertion for nonmembers.

Send ad to editor, not to SAC office. (Address at bottom of page 5 masthead)

Ad will run 3 times unless you renew. Please tell me if your item has been sold sooner. Maximum ad length is 6 lines and subject to some editing as necessary.

single seat

L-Spatz, CF-UJZ, 1966, recent fabric and overhaul, basic instruments, radio, Varicalc, open trailer. \$6000. Winnipeg GC (204) 837-8128 or <info@wgc.mb.ca>

Tern, CF-BWA, 195h, basic instruments, enclosed trailer. \$5000 obo, Walter Mueller (780) 539-6991 or Karl at <ksoellig@agt.net>

Tern, C-GWKW, 845h, amateur-built in 1978. Always hangared, no accidents, L/D 34:1 @ 54 kts. Basic inst incl Cambridge audio, 720 chan radio, Strong chute. Encl trailer. Several 300 km triangle flights less than 5 hr. More info at <http://www.accolade.ca/gliders/>. Owner: Wolfgang Weichert, call: Juergen at <juergen@accolade.ca> or (613) 746-7685.

L-33 Solo, like new with 76 h, basic instruments, all ADs, showpiece paint & upholstery, overhauled tow hook, tail dolly, canopy cover. \$US20,500. Trailer avail. \$US1000. In Pemberton. Rudy Rozsypalek <pemsoar@direct.ca> (604) 894-5727.

PW5, Two total energy varios, one SB7 electric with averager, electric T&B, Dittel FSG 71M radio, trailer and ground handling gear. Type Certified and C of A for Export. \$US26,000. PW6 coming. Charles Yeates, <yeates@sympatico.ca> or (902) 443-0094.

HP16, C-GAUZ, 534h, basic instruments, Winter audio vario, Tost winch hook, Schreder trailer, self-rigging equip with tow bar & wing wheel, covers. asking \$15,000. Willi Deleurant (416) 755-0359.

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Mosquito, C-GESD, 1150h, #48, poly finish '99, ELT, llec SB7 & SB8 computer, Winter vario, O2, Security chute, auto hookups, mod wheel brake, insulated

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SZD-55, C-FTVS, single owner, new in '96, full instruments (excl. GPS), rugged Trailcraft trailer, always kept in trailer, never damaged. Avail now, complete package \$70,000, Colin Bantin (905) 469-1980 (H), (416) 543-9222 (B) <ccbantin@globalserve.net>

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SAILPLANE & GLIDING — the only authoritative British magazine devoted entirely to gliding. Bimonthly. BGA, Kimberley House, Vaughan Way, Leicester, LE1 4SG, England. £17.50 per annum. fax 0116 251-5939 <bga@gliding.co.uk>

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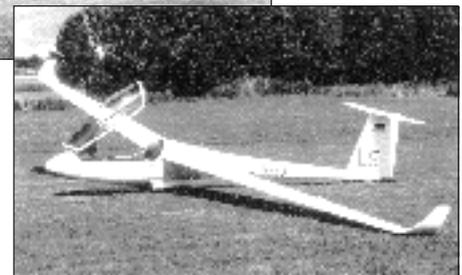
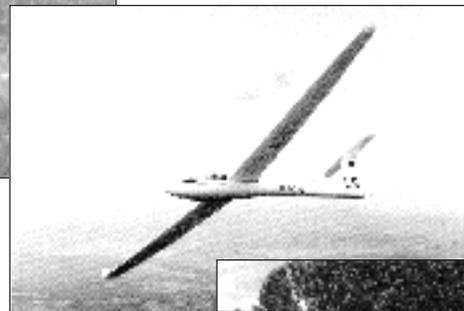
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