2013
Fall

free flight vol libre

Priorities

THIS WAS ANOTHER TRAGIC YEAR for gliding in Canada. Two experienced glider pilots have died in two separate glider accidents. In June, Rudy Rozsypalek, the longtime operator of the Pemberton Soaring Centre, was killed in the midair with a Cessna (see p23). On 25 August, John Cove, a 76-year-old member of the London Soaring Society, crashed into a corn field only a few minutes after releasing from the towplane. In 2012 we lost an experienced competition pilot – another one was also seriously injured. In 2011 we lost two experienced glider pilots and instructors …

Take a moment to have a thought for them, their friends, spouse, kids, dad, mother and family. Take a moment to think that it could have been you this year. Remember that our sport is not without serious risk. We have to do everything possible to improve safety all the time. Most of these tragic accidents are human factor related. Be aware that your most serious safety enemy is yourself. We have a very bad annual average of nineteen reported accidents and 1.5 pilots per 1000 killed in a glider in Canada. Individually and in clubs, we have to do something to stop this. We have to raise our safety and self-discipline levels. Always have this in mind. Let's use the winter to participate in your SAC club annual safety audit. Take the time to periodically refresh your gliding knowledge, read accident and incident reports to improve your safety. No matter your experience, you should fly sometime during the year with an instructor. Do anything that could improve your safety.

It is now time for the club Safety Officers to send their club safety rapport with the incident and accident reports. The more we get, the more we learn. We can make a difference. We have to learn from the mistakes of others because our life is too short to make them all ourselves.

Sylvain Bourque – SAC President

FOR ALMOST EIGHT YEARS I have been the SAC Alberta Zone Director. It has been an interesting and a rewarding experience. I have had the opportunity to help shape SAC and participate on a board of motivated, caring, interested, and dedicated individuals with diverse backgrounds. They all bring lots of new ideas and discussion to the process of governing our association. It has been a pleasure representing our Alberta Zone as we are the most organized and cohesive group in Canada with the support and effort of the Alberta Soaring Council.

I didn't have two children in hockey, piano, figure skating and more when I started on the Board of Directors, but I do now! As rewarding this work has been, right now spending time with the family has moved way up my priority list. I will be resigning after the Board meetings this November.

I would like to introduce my replacement at those November meetings. Both Al Hoar from Cu Nim and Bruce Friesen from ESC responded with their willingness to represent Alberta on the SAC Board. My thanks to both for putting their names forward. Once Bruce heard Al had also offered to become our representative, he stepped back. I would like to take this opportunity to introduce Al Hoar as the future SAC Alberta Zone Director, which will need to be ratified at the next ASC AGM.

John Mulder, VP & Zone Director

Al Hoar

I look forward to representing Alberta on the Board. I started lessons at Cu Nim in 1992, encouraged by taking an intro flight a few years before. After licensing, cross-country flights guided by CFI Terry Southwood in his ASW-20 were a highlight. Two years later I purchased a half share in Std. Cirrus C-GEOD with partner George Dunbar. In 1996, I became a Cu Nim instructor, and still am. I am a past-President of Cu Nim, and from 2006 to 2009 was the Cu Nim CFI. The national contest at North Battleford in 2008 was another highlight. I bought a PIK-20E in 2004. Self-launching was fun, especially at Valemount, Cowley, and in Parowan Utah, but not fun when the motor failed and I destroyed the glider landing in trees on take-off at Valemount in 2006. It's back to the Cirrus for me, as well as an RV6 that I share with another club member.

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vol libre

2013/4 – Fall

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The pdf copy of this issue is in colour on the SAC free flight web page.

The storm blowout has arrived, and pilots hurry to get Cu Nim's DG1000 tied down at the Cowley Summer Camp.

Photo: Arel Welgan

DEPARTMENTS

Getting off the ground

... you head into the wind, right?

It was a dark and stormy night. The Chinook blew relentlessly, stopping us in our tracks…

STARTING UP A CLUB or organization of any description is a lot of work and always includes setbacks. The start-up for this new gliding club seemed to take an extraordinarily long time, making three steps forward and two-and-a-half steps back. You have heard of the legendary Chinook wind that blows in Lethbridge. That wind seemed to be intent on thwarting our endeavour and causing us to ask, "Are you sure you take off into the wind?"

A new Lethbridge Soaring Club (LSC) had its start in April 2010. The start-up, under a different name, took place shortly after Cu Nim member, Phil Stade hauled their club ASK21 to Lethbridge for a "photo- op" in the middle of Indian Battle Park, with Phil being interviewed by *Global News*. I sat in the cockpit with another LSC member as cameras hummed out our fifteen seconds of fame. We fully expected to get airborne that summer!

In 2010 there were a few dedicated members ready to start a club and fund some equipment; however, there just were not sufficient numbers to make the operation viable. New members would be required. We found ourselves in a Catch-22 situation. Quickly, it became evident that new members of the non-gliding community wanted to see flying airplanes in operation before they would sign up. During the next year, people changed, people moved on or got involved with family things, lost interest, decided gliding was not for them, so funding changed. As they say in the movies, time passed, and the next year saw the slow dissolution of the original group.

Nevertheless, there remained sufficient interest to keep the idea of an operating gliding club in Lethbridge alive. We kept looking for an affordable 2-seater. During the spring of 2012 we found the carcass of a rusting Schweizer 2-22 that was destined for the scrapyard. The fuselage was a write-off but the price was right and the wings were rebuildable … so, at least we had an "aircraft"… pieces anyway. Maybe the "Catch-22" could become a "Schweizer 2-22".

Word of mouth in the fellowship that glider pilots share is an amazing thing. While trying to find a fuselage to rebuild the salvaged 2-22, we were told of a complete 2-22 owned by a gent in Dauphin, MB. Not used for years, it might be for sale. Indeed, he had a complete 2-22, requiring some TLC and maintenance, and was available for a price that was affordable to a fledgling club. Thanks to the efforts of Greg Fleming (and his truck), the 2-22 was trailered from Dauphin to Lethbridge in August of 2012.

Time passes. January 2013 saw new bylaws, a new club name, a new home base airstrip, some new members and a few new dollars. We started again. Base of operations selected for the initial operation is Ryan Mercer's strip (CMF3)

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 the national aero clubs. The ACC delegates to SAC the supervision of FAI-related soaring activities such as competition sanctions, processing FAI badge and record claims, and the selection of Canadian team pilots for world soaring championships.

free flight is the official journal of SAC, published quarterly.

Material published in *free flight* is contributed by individuals or clubs for the enjoyment of Canadian soaring enthusiasts. Individuals and clubs are invited to contribute articles, reports, club activities, and photos of soaring interest.

E-mail contributions as an attachment in Word or a text file. Text is subject to editing to fit the space available and the quality standards of the magazine. Send photos as unmodifed hi-resolution .jpg or .tif files.

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 communicate with their Zone Director.

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Deadline for contributions:
10 **March, June**
September, December

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 aéroclubs 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.

free flight est le journal officiel de l'ACVV publié trimestriellement.

Les articles publiés dans *free flight* proviennent d'individus ou de groupes de vélivoles bienveillants. 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.

free flight 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 *free flight* peuvent être reproduits librement, mais le nom du magazine et celui de l'auteur doivent être mentionnés.

Pour un changement d'adresse ou s'abonner à la revue, communiquez par *sac@sac.ca*. Le tarif d'abonnement est de 30$ pour 1 an et 55$ pour 2 ans. Pour l'extérieur du Canada, le tarif est de 35$US pour 1 an et 60$US pour 2 ans. La revue est disponible gratuitement, en format "pdf" au *www.sac.ca*.

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approximately 12 miles SE of Lethbridge and 5 miles outside of the Lethbridge Airport Zone. At the time of writing, due to slim funding and the lack of a towplane in the area, we are currently looking for an affordable winch and planning to do auto tow. The airstrip is short (2600 x 130 ft) for autotow launching without a reverse pulley arrangement, but the 07-25 orientation (into the prevailing Lethbridge wind!) and the cooperation and support of Ryan in our fledgling start-up made the decision easy.

With the field selected, we appointed some officers, wrote up some basic SOPs and started to work on the 2-22. The goal: to get XUB in the air for the spring of 2013. But the winds in Lethbridge appeared to challenge our progress again. The trailer needed work, XUB required a new canopy, new seat belts, new CofA, more TLC and more money than we had for insurance and a summer half gone. Could we get airborne in 2013?

Before we encountered all the delays in 2013, we knew the Central Alberta club in Innisfail had a 2-22 that we hoped we could get checked out in before flying ours. As the summer wore on our group thought maybe there was another way to get airborne in 2013 and contact was made with John Mulder at CAGC to see if we could get some airtime in their 2-22.

What a pleasant surprise to have our whole group invited up, not only for a flight, but for the whole weekend. About six of us drove/flew to Innisfail and were royally greeted by the CAGC group. Some of our members have never experienced glider operations of any kind. The visit turned out to be one of the most valuable exercises the LSC has experienced to date. Not only does CAGC operate out of a great facility in Innisfail, but the sharing of their experience and knowledge regarding ground handling, air/ground ops, record keeping, winching, as well as the actual flying/instructing in a 2-22 provided an excellent learning opportunity.

CAGC shares the Innisfail airfield with other aviation interest groups, and that day it was parachutists. Our group were impressed by the spirit of cooperation between the two groups as we watched a jump plane, a towplane, gliders, vehicles, a winch, kids on bikes, BBQ'rs and visitors as well as other fly-ins all descending on the strip. Everyone looked out for each other; everyone harmoniously sharing the same field. Great to see in this day when airports are so controlled that one can hardly look through the fence.

This exercise with CAGC proved to be a lot more valuable and financially viable than rushing into operation on a shoe-string. The LSC now has some experience with operations and some air time and are now in a much better position to begin operations in Lethbridge at the start of the 2014 gliding season. We are planning to make another sojourn to CAGC before the end of the 2013 gliding season. We look forward to the hospitality and additional learning experience for a few more of our members. We further hope to report in a later issue of *Free Flight* the successful launching of the LSC "Into the Winds of Lethbridge". Anyone contemplating the starting of a new club do so under the wings of an experienced one.

The experience, the fellowship, and the moving forward that we enjoyed at Innisfail is what gliding is all about.

Ed Kalau

Flying to the sun

Bruce Friesen, ESC

decisions, decisions

LAUNCH TIME ON MAY 27 was just before noon at the first wisp of cloud.

As is all too typical at the Chipman airfield, we were able to watch cumulus clouds popping up, first over the North Saskatchewan River valley to the north, and then around to both the northwest and northeast long before they graced us with their presence. Now, Chris Gough had arrived at the Edmonton Soaring Club, having analyzed local flight logs, and convinced we could get away earlier in the day. Indeed, on this day there were indications of thermals lifting off perhaps an hour before my launch.

On tow, just off the end of the runway the vario was pegged at more than 10 knots up. Towpilot Bob Hagen executed a tight 360°, I was off tow and the adventure began. The average climb for that first thermal was 3.5 knots. Score one for Chris! (or not; by the time I set off on course, there was a nice, plump cloud above me, about 5000 feet above the ground. Had there been earlier thermals? Perhaps, but they had not formed clouds; would they have been strong enough to lift a glider? Did they go high enough to permit venturing away from the field?) A fascinating sport we have, with far more questions than answers!

The forecast had been quite complex, summed up by a GAF (graphical area forecast) map showing a small area of simple cu development east of Chipman, surrounded by all manner of less encouraging notations including towering cu, showers, thunderstorms. That did not remotely match any of the record tasks I had in my flight recorder, so an Online Contest day it would be.

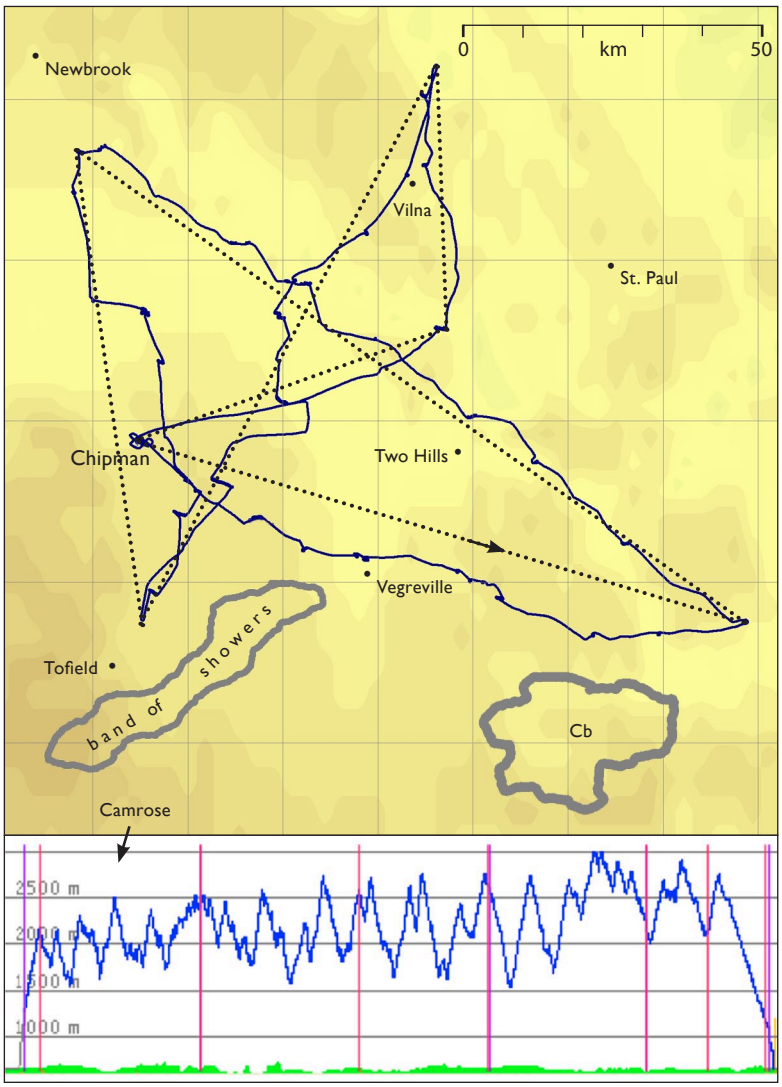
It seemed prudent to head upwind first and to keep a close eye on what the sky was telling us in all directions. Southeast it was then, into a 14 knot wind. The flying was easy, with strong thermals frequent, so progress was good despite the headwind. Working a band 3000 to 6000 feet agl, with lift averaging about 4 knots, the first hour's effort accomplished about 80 kilometres into that stiff breeze. I was flying my new-to-me Discus, and quite enjoying that penetration capability.

And there it was, that lovely linear cloud shadow, stretched due east as far as the eye could see! A cloud street, as fine a one as I had ever seen. But there was a fly in the ointment (there always is); off to the south were some showers. Closer inspection revealed a hammer head of ice crystals blowing off the top of the cloud – a thunderstorm. The rain looked to be only 10 or 15 miles south of me, and if that storm tracked with the prevailing winds it could soon cut off any hope of return to home base. A risk to be run? After only 30 km of blissful dolphin flying, with an ache in my heart and a tear in my eye, I waved goodbye to my cloud street.

Most of the sky still looked great, so there was no need to skedaddle home just yet. Wanting to open up space for a triangle, and OLC triangle bonus points, I chose to veer northwest, with the town of Newbrook as the nominal next turnpoint, 170 km distant. The lift remained good and the clouds reliable. With a significant tailwind component, progress was swift.

It was tempting to continue that good fortune. However, the third apex of my triangle was to be south of Chipman. Running north-south, on a line only a few kilometres west of the field, the Edmonton airspace cap drops to only 2400 feet above ground. If I continued northwest beyond that line, my third leg would be quite a dogleg shape back eastward around the airspace. Balancing the good conditions where I was with some guess at the inefficiency of a curved course, my choice was to turn when my track would be due south, towards Camrose.

Of course, if I were willing to allocate to the leg to Camrose two of the six legs scored under OLC rules for distance points, the option was to continue enjoying the good soaring, to stretch the second leg to Newbrook and perhaps beyond, then a third leg back southeast to Chipman and a fourth leg due south to Camrose. My choice was to hoard my available legs. To arrive at Camrose perhaps as early as 4:00 with another four hours yet to fly a distinct possibility, perhaps a further 300 or



even 350 km, it seemed sensible to have three legs still in hand. Recall also the context for all these deliberations – that small patch of good looking air on the GAF, and a reluctance to move too far from the sweet spot at the centre.

Only 30 km south of Chipman, approaching Tofield, the whole thing looked to be coming undone. There was a line of ugly dark clouds, with broad tendrils hanging down, and showers. Sometimes clouds like that have phenomenal lift on their fringes; I could run that line. On the other hand, sometimes they have fierce sink, and I could wind up turning tail and just scraping back in to Chipman with the day destroyed. The line of showers was from northeast to southwest, across my path. Absent the Edmonton airspace, I might have given it a try. As it was, even if there was strong lift to be had, the path southwest would be foreshortened by the airspace constraint. The risk/reward ratio appeared unattractive.

Under OLC rules, the day was now a shambles. The third leg was short, only 80 km. I had failed to plant the third corner of a large triangle. I had only three legs left, and potentially another 400 km to fly (only the day before, my landing time had been 8 pm, and this decision was coming at 3:45. Twice already sky conditions had constrained the radius of operations. It was hard to conceive how one could profitably consume the remaining day, how one could seize the remaining opportunity, without venturing far from the home field, too far, just too far. A fourth leg of over 100 km? Where? And how to dare?

I later learned both Chris Gough and Guy Blood flew excellent flights on the day. Both of them had made the same choice as I, to head first southeast into wind. However, both had then chosen to go southwest, towards Camrose, rather than my northwest track, and both had, by the time I was abandoning my southern leg, made their way northwest of Chipman. Looking at the darkening sky approaching them from the southeast, the same cloud mass that had turned me away, they had both angled towards home. They landed, ahead of the showers that did indeed pass over the field.

Meanwhile, I had flown to the sunshine. East of Chipman the sky still looked very inviting. Reluctant – albeit very tempted – to give up and call it a day, I wandered over there. Only 20 km from home, in gloomy spirits, I blundered in to the best thermal of the day, over 7 knots average for the climb. There I was 7000 feet above the ground, big plump cumulus clouds filling the sky to the east and north, strong lift, only 4:30; how could any self-respecting cross-country pilot resist?

The run northeast, up north of Vilna, was everything one could have hoped for. But do you know that feeling while dolphining along, that it would be nice every once in a while to have an excuse to stop and circle in a thermal, just to have the opportunity to take inventory of conditions behind? As the computer displayed less and less margin for a glide back to Chipman, I found that need overwhelming.

What I saw was a mass of cloud spreading from the west, coming my way, shadowing the ground, almost certainly damping any further convection within its domain. Yet there were still good clouds along the path just taken. It appeared certain a retreat south was still feasible. St. Paul airport was in sight to the east. South was Two Hills airport, and beyond that Vegreville. I drove forwards, further northeast, as the final glide numbers went negative, and then a bit more negative.

Enough. Turn around. Thank goodness, the best clouds were still working. A nice climb, still 55 km from Chipman, carried me to 1600 feet above glide slope; the computer was predicting arrival 2600 feet above the ground (at a MacCready setting of 2 knots). Off we go.

For the first half of the glide, Two Hills airport was a comfortable option. And a glide it was, almost smooth, a reassuring balance between gentle lift and gentle sink, but certainly nothing to climb in. The number on the computer slipped inexorably downwards, a hundred feet, and then another hundred. However, there was little stress in a final choice of Chipman over Two Hills and a commitment to carry on.

What there was, was an overwhelming desire to push the stick forward, to pick up the pace, to learn the ⇨ **p24**

Canadian Nationals 2013

Roger Hildesheim & Jörg Stieber

IT HAS BEEN TEN YEARS since GGC hosted the Nationals. It takes a lot of people, energy and leadership to pull it off but, after many years of running our annual MayFly competition, we convinced ourselves that the Nationals would just be a MayFly on steroids and so the journey began. With this background and the excellent SAC *Contest Cookbook*, I think we succeeded in meeting the challenge.

From the contest organizational viewpoint, we decided that diversity of resources would produce a better product. The three eastern Ontario clubs have seen great benefit from working together to support major events and activities such as the joint winter ground school (GGC/RVSS) and the fall wave camp in Lake Placid (GGC, MSC, and RVSS). In that spirit we benefitted from the third towplane from MSC. And, being a firm believer that diversity enhances safety, I asked Pierre Gavillet (MSC) to keep us all centred as our contest safety officer. Merci Pierre, merci pour un travail bien fait!

Throughout the winter, Nick Bonnière and I (as contest co-managers) worked through the to-do list in the Cookbook but we were still missing a name for the key role, the Contest Director. We really wanted to grow a broader base of CDs within eastern Ontario, but as the contest approached, it became clear to me that the CD needed to be in the "core" of the contest organizational & planning work. I thought, why not, signed up, and we had our CD.

In spite of the weather things ran very smoothly. The pilots settled into a regular routine of the daily pilot meetings and an amazing sense of camaraderie developed among everyone involved.

A couple of key moments will stay with me. The first occurred one day when the agreed drop zone for the gliders was a small village NW of the airport. About 15 minutes into the launch, a resident of the village called us to complain about the noise of towplanes over the village every 2-3 minutes. Initially I felt bad and we assured the caller that this would be finished in about 15 minutes. However a few minutes later, the CD side of me was grinning and I found myself pumping my fist saying, "yes", the towpilots are doing exactly what was briefed! Lesson learned though, don't use a residential area as a tow drop zone!

The second moment was during the pilot meeting on the second contest day. Dan Daly (scorer) reviewed all IGC files after scoring to check for unsafe behaviour, specifically on outlandings. After reviewing the Day 1 outlandings, Dan noticed some rather low and hurried "semi-circuits". During the pilot meeting later that morning, we mentioned that some of the outlanding patterns were downright dangerous and that we would be keeping a "safety" eye on all flight files. The next day, I had many pilots who outlanded come up to me and suggest that I review their file to look at how safe their pattern/altitude was in their outlanding. Mission accomplished!

Some other items of interest from the contest were:

2013 CANADIAN NATIONAL SOARING CHAMPIONSHIPS				6 July				9 July				11 July				12 July				total score
				DAY 1				DAY 2				DAY 3				DAY 4				
				pos	kph	km	pts	pos	kph	km	pts	pos	kph	km	pts	pos	kph	km	pts	
CLUB CLASS				3 hour AAT				3 hour AAT				3 hour AAT				1.5 hour MAT				
1	Pierre Cypihot	ASW-20	S1					3	–	81.7	234	1	62.2	194.7	975	2	32.8	101.4	756	1965
2	Chris Wilson	Mosquito	W2					1	56.2	112.1	502	2	55.3	217.6	867	4	–	61.9	342	1711
3	Martin Lacasse	ASW-24	M7					2	42.4	128.3	398	4	–	157.5	459	1	33.8	98.6	778	1635
4	Emmanuel Cadieux	ASW-20B	PE					6	–	21	b60	3	52.1	196.1	817	3	–	90.3	499	1376
5	Yves Bastien	ASW-24	K1					5	–	53.1	b152	5		dnc	0	5	–	23.0	b127	279
6	Krzysztof Wiercioch	Jantar	MF					4	–	61.6	b177	5		dnc	0	6		dnc	0	177
FAI CLASS				3 hour AAT				3 hour AAT				3 hour AAT				2 hour MAT				
1	Jörg Stieber	LS-8-18	JS	2	–	104.5	371	1	63.1	122.2	664	1	67.7	224.1	1000	1	46.6	121.9	784	2819
2	Nick Bonnière	LAK-17a	ST	4	–	80.0	312	2	59.4	122.2	626	2	65.6	222.3	970	2	45.4	118.3	763	2671
3	Gabriel Duford	Shark	W6	5	–	46.2	b180	3	57.7	120.7	607	6	56.4	195.2	834	3	44.5	116.8	749	2370
4	Pierre Gavillet	LAK-17a	PG	3	–	82.4	321	5	49.4	100.5	520	5	58.1	195.1	859	5	–	71.0	b311	2011
5	Willem Langelaan	Antares	OX	1	45.5	95.1	488	6	39.4	103.0	415	4	59.4	240.4	877	6	–	?	b0	1780
6	Ronald Smith	LAK-12	Z7	6		?	b0	4	49.5	100.9	522	3	60.1	202.2	889	4	–	71.4	b312	1723

Handicapped values shown. Penalty codes: (b) distance less than minimum (–) landout (dnc) did not compete

- Virtual environment (CONDOR flight simulator scenery) was put in place for pilot familiarization of the contest area well in advance of the contest (Nick).
- Multiple presentations on no-fly days and evenings on PowerFlarm and the history of the military gliders during WWII and other general aviation topics.
- A productive SAC sporting committee input/discussion session.
- A first class daily blog (continually updated), contest scoring and weather from Dan Daly. Un autre merci à Jean Richard pour son expertise météorologique quotidienne supplémentaire.
- A great group of grid launch volunteers lead by Sonia Hildesheim. Fastest launch of the grid was 28 minutes for 13 gliders.
- Great meals and closing banquet (Lucile Hildesheim). The awards banquet in the Rockland Golf Club turned into a great party. We also managed to sell more WestJet raffle tickets worth over $800 for Emmanuel Cadieux's upcoming trip to the Junior Worlds in Poland.
- A great task committee (Jörg, Nick, Dan) who, despite terrible weather, managed to pull a rabbit (contest) out of the hat for the FAI class.
- Our band of MSC and GGC towpilots did an amazing job, thank you guys!
- The professionalism and safety culture among the competition pilots was exemplary. No contest penalties, no violations, no protests.

In summary, I think we succeeded on all accounts in spite of the weather. There were so many GGC club members who contributed it would be impossible to name them all. Thank-you all! Looking back, I am glad we decided to host the Nationals. The entire membership of GGC was part of the contest and that spirit has re-energized cross-country soaring at GGC. Thanks again to Jörg and the SAC sporting committee for their support. See you at the 2014 GGC MayFly competition!

THE CANADIAN NATIONALS THIS YEAR were hosted 3-12 July by the Gatineau Gliding Club at the Pendleton airfield east of Ottawa. The airfield is a former WWII training airbase with the typical triangular runway layout. The club members made the visiting pilots feel welcome and generously shared their facilities such as their comfortable club house and their great swimming pool.

Unfortunately, the weather was less than ideal. The main weather feature for most of the contest was a moist flow up along the eastern US seaboard, propelled by a strong Bermuda High. This resulted in consistently hot and humid conditions with weak thermals, mostly blue or low cumulus. The boundary to the cooler and drier continental airmass was not far northwest of us but it did not pass through until Wednesday in the second week of the competition.

The small field of competitors was divided into two classes: FAI Class, all 18m gliders or larger, with six contestants in each class. Contest Director Roger Hildesheim kept his humour and did a great job setting appropriate tasks despite the difficult conditions. He was open to pilot input and task committee suggestions yet also decisive and firm when he needed to be. On all days but one, the overriding consideration in setting the tasks was to achieve minimum scoring distance. Roger sent us out to the grid every day from Tuesday on but it took until Saturday to finally fly the first task.

Lucile Hildesheim organized wonderful socials which kept contestants' spirits up during the many frustrating days, when they rigged in the morning, towed the gliders out to the grid, sat in the heat for a few hours, watching the sniffers struggle in the hazy sky and finally, when the day was cancelled, towed the gliders back and put them away.

Weatherman and scorer Dan Daly got up early every day to supply us with good data and meaningful input for task planning and stayed up late to post the scores after having sorted out all the problems. I believe he missed many dinners. Sonia Hildesheim and her group of helpers braved the midday heat every day to set up the grid and direct us to our grid positions.

Day 1 – Saturday, 6 July
Both classes had a short two hour MAT. Conditions were quite weak with a 20 kt westerly wind. I made a tactical error in selecting an additional turnpoint downwind and had difficulties making my way back upwind again. After one last thermal over Alfred, I arrived at the big forest surrounding the airfield. There was nothing but trees for the next 6 km to the airfield. With a 20 kt headwind and only 800 feet agl, it was clear I would not be able to reach the 500 foot finish cylinder. It seemed possible to reach the airport, but the late day thermals were just too broken up by the wind. In the end, I decided not to push it since as a best case scenario I would set a bad example with an unsafe finish and worst case I would end up in the trees. I landed with PG and KI on a farm strip in Plantagenet, about 10 km east of Pendleton. Sonia was nice enough to pick me up.

Willem Langelaan in OX was the only pilot who completed the task this day. Unfortunately, Club Class did not have a contest day since not enough competitors achieved minimum distance. In the end, this resulted in Club Class not having a valid National Competition since they were short one contest day.

Day 2 – Tuesday, 9 July
The weather was a bit better with lift averaging up to 3 kts but again barely 3000 ft above ground. Both classes had a 2 hour AAT. A cold front on Wednesday finally ended this terrible weather pattern and brought in cool and convective air. The day was cancelled at the morning pilot meeting which gave us the opportunity to run errands such as doing laundry, etc.

Day 3 – Thursday, 11 July
It was a joy to see the sky fill with cu by mid-morning. However, by the time we were launching, the cu ⇨ **p25**

Convergence

Tim Wood, York Soaring

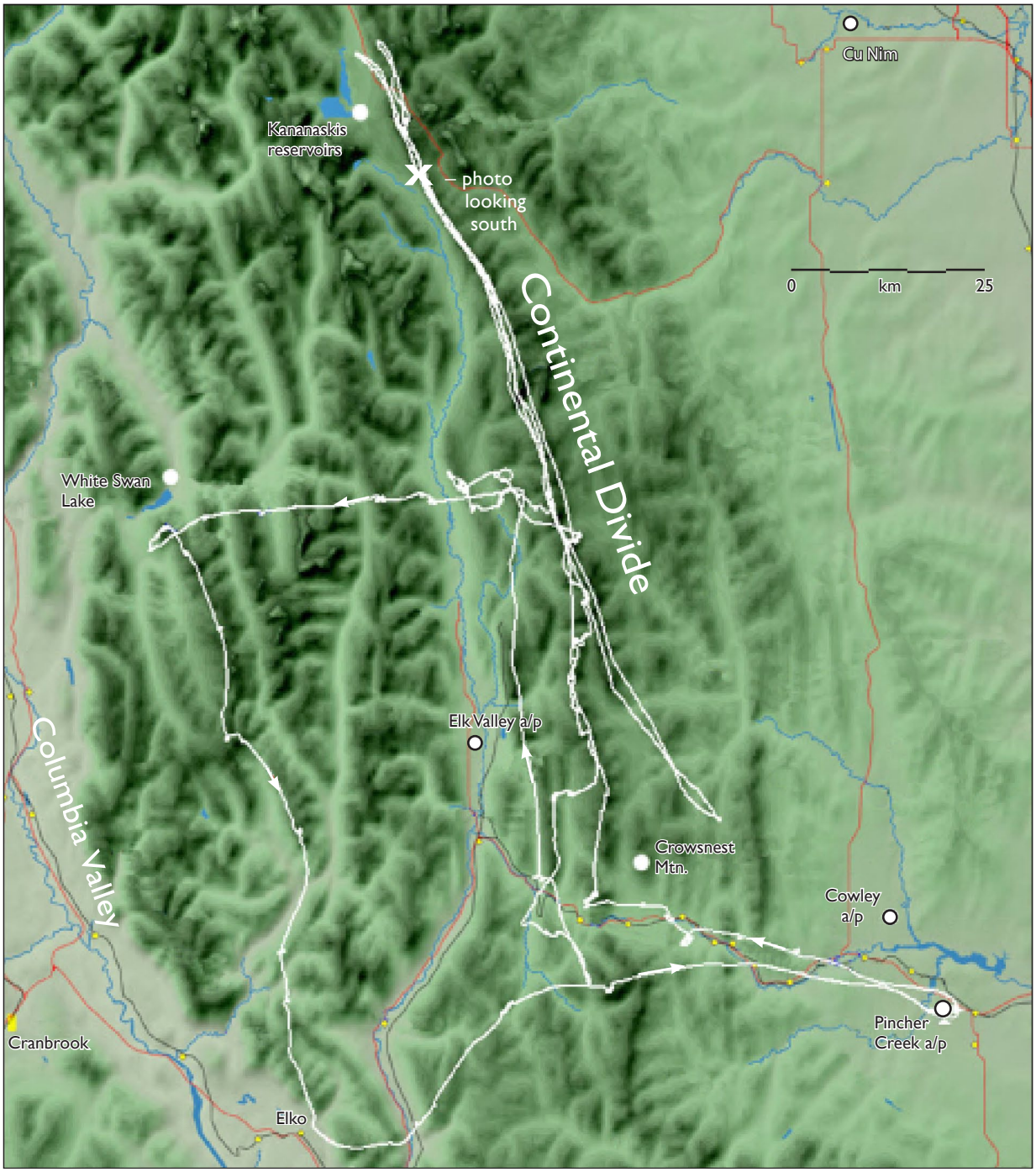
THE EARLY SUMMER WEATHER in southern Alberta produced a number of days when surface winds were blowing off the prairies towards the mountains. Winds aloft, on the other hand, were from the west. At Pincher Creek, this resulted in a 180° wind shear at 2-3000 feet above ground on some days. At the most easterly range of the Rockies, or a little to the west of that north-south border line, the two air masses would meet head-on, resulting in a convergence zone with the same appearance as southern Ontario's summer lake fronts that appear along the shores of Lakes Erie, Huron, Ontario, Georgian Bay and Simcoe. On the east side, a convex surface with wispy tendrils would be ridden over by the wind from the west producing lift and flat-bottomed cumulus clouds at above 12,000 feet.

This invasion of air from the prairies is generally held back by the physical barrier of the mountain ridges. Sometimes it stops at the Livingstone Range. At other times it intrudes further west, stopping at the higher and more continuous range of the Rocky Mountains that define the Continental Divide. A blocking high pressure system in Alberta continued this upslope situation through much of the month of July. To pilots flying in BC's Columbia Valley, the view on the eastern horizon was of billowing cloud tops and a suggestion that the foothills area was socked-in.

Up close, the convergence zone presented a convex profile at the limit of the air coming off the prairies, like a classic cold front. On the mostly westerly airflow coming over the Canadian Rockies, the air mass overrode the N-S mountain ridges and over the low-level incoming air from the east. This created a 'double whammy' of lift immediately west of the line of contact, at the convergence zone. High level flat-bottomed cu were the result of strong, often spectacular lift.

My flight of 27 July provided a classic example of the convergence zone phenomenon as it occurs in the Alberta mountains east of the Divide. I was flying my DG-400 self-launching sailplane, flying off the splendid paved runway at Pincher Creek. I was going for distance to boost my OLC score. On this occasion, the upslope flow from the prairies had invaded the mountains as far west as the Divide by early afternoon. I set out to cross the Rockies as soon as I could get high enough, so that I could fly in the better-looking conditions towards the Columbia Valley.

It was very difficult in the early going to get much consistently useable lift. After groping around the Divide north of Crowsnest Mountain, I decided to try my luck in the vicinity of the convergence zone which was clearly



visible nearby. Immediately I hit strong and sustainable lift, and I started to climb to around 12,500 feet while running north along the zone. What followed was a thrilling ride at this high altitude (vertically limited by the airway floor above my head). My speed occasionally hit over 200 km/h, and I soon covered a distance of 100 km, taking me to the Kananaskis Reservoirs area. There I turned south again due to gaps and loss of continuity in the appearance of the zone.

I repeated this high speed, high altitude run three times, quickly adding over 400 points to my OLC score for the flight. On my fifth run, over-development appeared at the eastern end of a black cloud street that ran from White Swan Lake in the west, and out onto the prairies in the east. Rain began to fall. This led me to break off and head west. The day had by this time matured and reliable lift was everywhere.

I ran over to White Swan Lake, then south from there to the Elko area. I then crossed the Rockies again at high altitude, heading for home. I did a final glide to Pincher Creek from the Divide on the south side of the Crowsnest Pass, descending from 10,500 to arrive above the field with 2000 feet to spare. This was a serene ride in a gently buoyant air mass over the prairies.

In the course of this unforgettable flight, I covered 702 km and earned an OLC score of 675 points. The high speed run in the zone was the outstanding highlight. Flight in a convergence zone adds wonderful possibilities for superior flying out of Pincher Creek and along Alberta's foothills.

My flight track is *37RA10D2.igc* ❖

How about that weather, eh!

Tony Firmin, York Soaring
with **Adam Zieba** and **Bob Katz**

HOW MANY TIMES have you heard glider pilots complain that it's unusual weather this summer. So it was again this year in eastern Canada. The season started with the Quebec pilots having a ball while the Ontario pilots wondered if the season would ever start. However, by the end of August the Ontario pilots got their missing spring.

All this can be seen by looking at the flights posted on the OLC, which most pilots flying cross-country now seem to use to record their flights. In particular, August 24 was a day to remember when southern Ontario treated York and SOSA pilots to superb soaring weather, and they took advantage of it! The OLC distance/speeds results gave:

Adam Zieba	596 km/94.7 km/h	ASW-28/18	York
Wilf Krueger	541 km/89.3 km/h	DG800B/18	York
Charles Peterson	538 km/96.0 km/h	Discus 2T/18	York
Tony Firmin	459 km/77.6 km/h	Discus 2T/18	York
Jerzy Szemplinski	434 km/94.4 km/h	ASG29/18	SOSA
Luke Szczepaniak	427 km/77.6 km/h	ASW27	SOSA
Jim Fryett	412 km/69.3 km/h	LAK 17/18	York
David Cole	398 km/69.2 km/h	SZD 55	Toronto
Stan Martin	398 km/66.3 km/h	Mini Nimbus	York
Wayne Store	309 km/49.5 km/h	Ka6E	York
Alan Daniel	330 km/85.7 km/h	LS8/18	SOSA
Sorin Niculescu	308 km/54.9 km/h	LS6	SOSA
Krzysztof Wiercioch	303 km/86.7 km/h	Jantar	SOSA

Whereas in June Ontario seemed either to get hotter or wetter weather than normally expected. In contrast, August had one period in the middle with five good cross-country days in a row! For several days a cold start to the day meant an early start to the soaring and, as Adam Zieba demonstrated, an eight hour flight was possible.

York, not noted for its cross-country activity, had its best showing with a significant increase in the number of pilots taking off for long and short tasks. SOSA was sadly missing Dave Springford and Jerzy Szemplinsky for much of the year but Jerzy came roaring back in August, generally flying faster than everyone else. The ace from Toronto Soaring, Marion Nowak, showed what could be done in his own design and built Egret.

A small bevy of pilots from Great Lakes were also heard on a number of days mixing it up over the plateau.

Tony Firmin experienced a flight over the Canadian Shield: I enjoyed a flight past Barrie, Orillia and Gravenhurst into cottage country. Once one arrives over the rock of the Canadian Shield the thermals pick up both in strength and height. It's getting there (and back) that's the problem. Once past Muskoka airport, there are long distances with nowhere to land except a lake or the trees. This certainly helps one focus on the flying. I noticed with so few roads and only lakes to guide one, the GPS was very helpful. I have pointed my glider in that direction a few times but coming off the southern Ontario plateau and getting up to Orillia is a challenge that continues to entertain me.

Flights over 400K

	May	Jun	Jul	Aug	total
York	0	4	7	22	33
SOSA	1(Apr)	3	3	11	18
Toronto	0	0	2	7	9
Champlain	13	2	0	0	15
MSC	9	4	1	0	14
Gatineau	3	3	3	0	9
Quebec	3	3	0	0	6

Flights over 500K

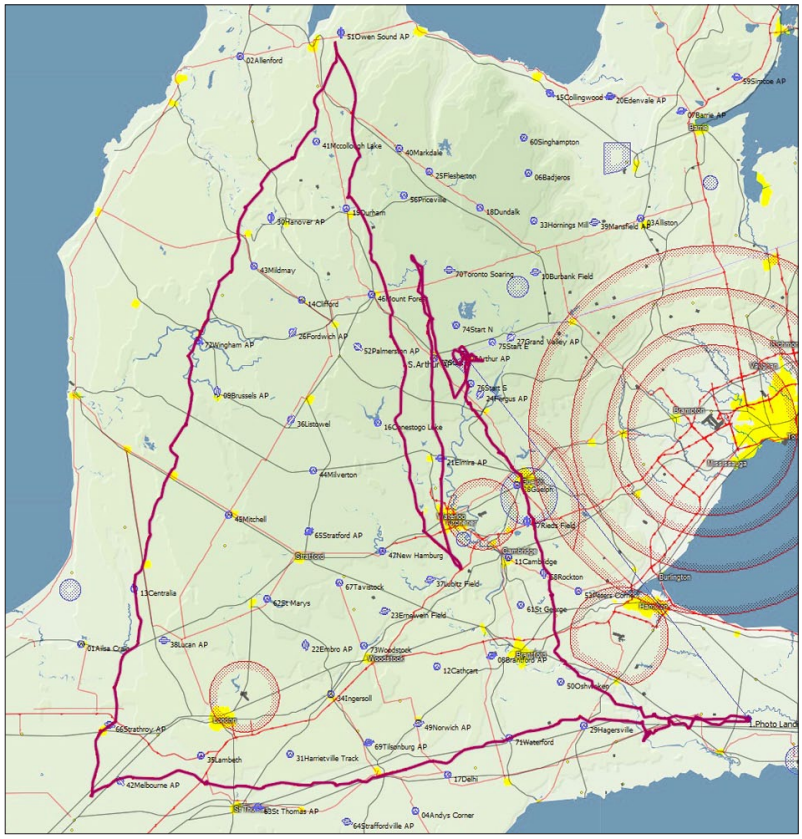
	May	Jun	Jul	Aug	total
York	0	2	4	13	19
SOSA	0	2	0	2	4
Toronto	0	0	1	2	3
Champlain	6	0	0	0	6
MSC	4	3	1	0	8
Gatineau	0	0	1	1	2
Quebec	1	0	0	0	0

Looking at the flights over 400 km, the southern Ontario pilots flew 60 of which 40 were in August; pilots north-east of Ontario flew 44, 28 of which were in May. Ontario pilots flew 26 flights over 500 km, 17 of which were in August whilst Quebec pilot flew 16, 11 of which were in May. Aside from the missing months of June and July, it was quite a successful season for both areas.

Adam Zieba flew the longest flight of 767 km in his ASW-28. Looking at his track on the opposite page, you would be hard-pressed to find a course that covered a greater area of southern Ontario. He has some interesting words of wisdom, saying:

I have developed a few rules of my own that I try to obey when planning a distance flight:

- Have several different tasks prepared, well suited for the various weather patterns. Wind is a key factor here as it determines the degree of lake effects.
- Start as early as possible, even when the cu are well below 3000 agl. Surprisingly long straight glides are



possible because the thermals are pretty close together early in the day.

- Aim first at an area which is likely to be adversely affected by the lake influence. There are three vulnerable areas in SW Ontario: the Niagara Peninsula, the Chatham/Sarnia corner, and the base of the Bruce Peninsula. It is yet to be determined what weather pattern would make Lake Simcoe passable both in the morning and evening as conditions there tend to change rather dramatically over the course of the day.
- Do not be afraid of flying away from home at the end of the day. Get-home-itis makes one underestimate actual weather conditions.
- Try and stay high.

I see two main areas where significant daily performance improvement can be achieved: early start and late finish. I am not the first one to find that challenging ourselves more can often pay off generously. When I can bring home pictures like those of the Niagara Falls or the Welland Canal, I feel entitled to a beer in the evening.

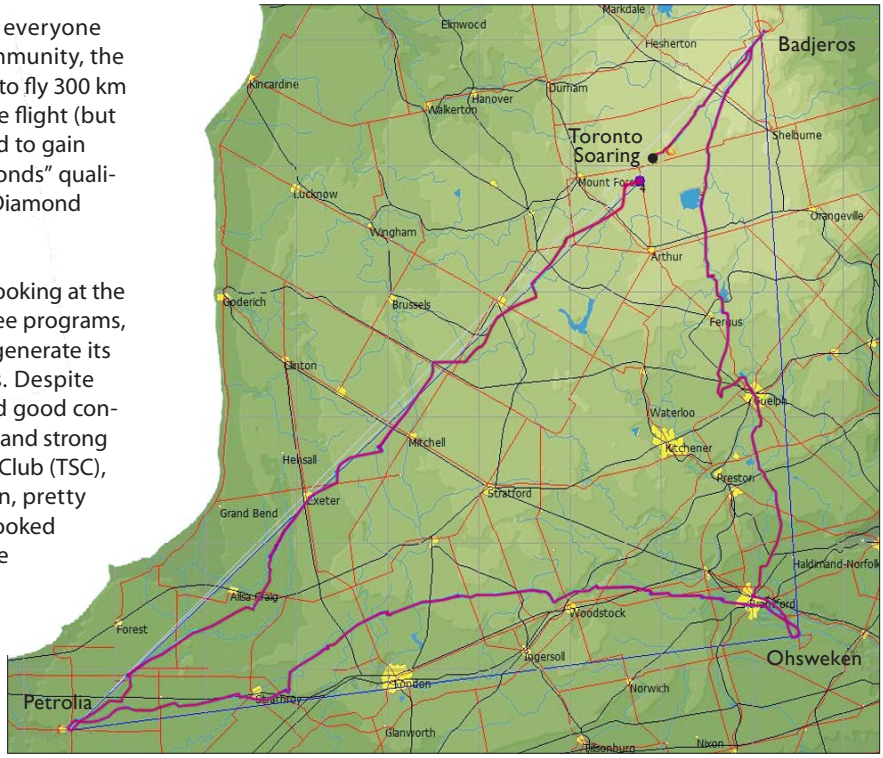
⇨ **p25**

Diamond

Stanislaw Maj, Toronto Soaring

A DIAMOND IS A PRECIOUS STONE that everyone wants to possess. In the gliding community, the diamond symbolizes three achievements: to fly 300 km to a pre-defined goal, to go 500 km in one flight (but not necessarily to a pre-defined goal), and to gain 5000 m in height. Earning all three "diamonds" qualifies the pilot for an FAI registry entry as a Diamond Badge holder.

Early in the morning on 17 August, while looking at the weather on *XC-SKIES*, I noticed that all three programs, GFS, NAM and RAP, that *XC-SKIES* uses to generate its forecast showed several common zones. Despite some large differences, they all predicted good conditions to the northeast for around 10 am, and strong thermals for 1 pm east of Toronto Soaring Club (TSC), from Barrie to Hagersville. By the afternoon, pretty much all of southern Ontario's forecast looked spectacular, with a 10 knot wind out of the southwest. Fearing a lake-breeze from the south, I decided to move the task triangle more to the northeast.



My first turnpoint was Badjeros, 32 km northeast of TSC. Second, was Ohsweken, near Hamilton, and as the last, I chose Petrolia to the west near the US border, about 330 km from the start line and 184 km from home. With a large dose of courage and fingers crossed, I entered a 513 kilometre triangle into my flight recorder (to date, my longest flight was just over 400 km).

My SZD-55 was ready around 10, with 70 litres of water in the wings. While we sat on the ground waiting for the cumulus to appear, my thoughts reached back to my 18 August 1973 flight in Poland. I completed a 324 km triangle (Maslow, Piastow, Rudniki, Maslow) and secured my first diamond. Those were the days! No computers, no GPS, no electronic aids of any kind. A map, a watch, and a compass was enough.

Starting behind the club's Citabria on this August morning, I wondered if today would be the day, would I be able to complete a diamond flight? I released just south of the club in a nice 2-3 kt thermal, rode all the way to the cloud base and off I went, crossing the start line at 10:42.

I reached my first turnpoint in rather good time, and after hearing the all-familiar 'beep' from *WinPilot*, I turned south, with a slight deviation from the most optimal line because of Pearson International's airspace restrictions.

Zbigniew Sobolewski

So close to home, Stan derigs in a setting sun.

After one hour, and while at 5500 feet asl, I began to make my way through the Kitchener/Waterloo/Guelph corridor. As I threaded the needle between these two airspaces, I passed a couple of gliders heading north. "Do they know something I don't?" I wondered, "did they notice something on the weather maps that I didn't? Has something changed in the past few hours?"

I decided to trust my prediction and, increasing the speed on my original course, I kept pressing south.

Southeast of Brantford, things began to look rather bleak. I saw only a few cumulus and they were spaced far apart. To make things even more interesting, high up above me I noticed slight cirrus clouds forming. The west was tempting with streets of developing clouds but my second turnpoint was 20 km to the southeast of my position – a bit of a dilemma. Scanning the sky and searching for a solution, I noticed that the only truly promising cumulus happened to be in the area of my second turnpoint. I crossed my fingers and made my way towards it. My prediction turned out to be correct, a gusting thermal of 10 kts and cloud base of 6200 feet asl. It was 1330 and still 350 km to go.

The third leg was a dream. My early morning analysis of *XC-Skies* turned out to be correct. High cloud base and lift between 3-9 kts allowed for a relatively fast leg. Remembering the lake breeze, I tried to be as far from the lakeshore as possible. When I was heading towards Petrolia, located on a narrow strip of land between two lakes, I saw that to the south the skies were already turning blue, but even then a single cloud street marked the way to my third turnpoint. Waiting for the 'beep' I noticed that further west, the sky was completely blue. Lake Huron looked like a giant silver mirror, its surface gently caressed by the wind.

Despite the wonderful view, a glance at my watch revealed that my chances to complete the route home were shrinking. The vario indicated weaker lift and as the clouds got lazy, only the wind still cooperated a little.

I dumped the water to reduce sink and began to consult my *iPAQ* for potential landing spots on the way – 100 km left to go. Eventually, I found myself at 1750 feet just west of Conestogo Lake, and well beyond my final glide range. As I began to search for a safe landing spot, I noticed a circling flock of birds below me. I decided to go check out this "avian thermal". Pleasantly surprised, I circled with birds off my wing in weak but stable lift, which allowed me to ride all the way up to 4000. As it turned out, that was my last thermal, too small to get me home but sufficient for me to complete the Diamond distance. On final for a nice approach to a nice empty field, I glanced at my *WinPilot* – only nine kilometres remained to get me back to my home field.

Two days later, I got an e-mail from Walter Weir:
"Hi Stan, congratulations! Your flight is good for a Diamond distance. It certainly was an exceptional flight for southern Ontario – the last one from this area was done in 2010."

Now, only the 5000 metre climb to go. ❖

decision fatigue

Bernard Eckey

… expect the unexpected

THE SOARING FORECAST HINTED at one of these brilliant gliding days in South Australia. A trough was just slightly to the east of the airfield and cumulus was forming as early as 10:30. I was halfway through the daily inspection of my ASH-25 when a promising young pilot walked into the hangar. He was obviously keen to come for a flight and was promptly invited to hop in the back seat. Both of us had an early lunch and just over an hour later we were self launching into a promising sky.

The day turned out to be as good as advertised. After reaching our start altitude we had little trouble finding strong lift. At times the vario was reading between 8 and 10 knots and the only real problem was to stay below the 9500 foot airspace limit. We were sharing the joy of flying the big bird on the way to our first turnpoint. An unusually light wind of 5 knots ensured excellent progress and soon we were heading for the next destination, the Flinders Ranges National Park – about 280 km north of the airfield. Oxygen was turned on when cloud base rose to 10,000 feet, and from then on we focused on following the energy lines by lining up the clouds. It worked very well indeed. Just two hours into the flight our computer was indicating an average speed of almost 120 km/h – not from crossing the start line, but from takeoff.

My co-pilot indicated that he had never been this far north before and he was enjoying the beautiful view of Wilpena Pound and the glistening salt crust of Lake Torrens from lofty heights. Content with our rapid progress we decided to turn about 100 kilometres further north than originally intended. While approaching our second turnpoint I took the controls again but instead of climbing at 8–10 knots I was suddenly accepting lift of only half this strength. I was not happy but due to the unforgiving nature of the terrain I climbed back to cloud base just to play it safe. In addition my circles were not always in the strongest part of the thermal but somehow I did little to correct it – I put it down to flying in weaker conditions. Fortunately things improved when we were abeam Wilpena Pound again. From then on everything was back to normal and we had an uneventful flight home. Good streeting and strong climbs ensured that we completed our 700 km flight in 5:20 for an average speed of just over 130 km/h.

Back in the car and on the way home I tried to make sense of our slow spot. This was not the first time that about half way through a flight I found the going quite tough and that my speed dropped at least temporarily. What had caused this slow spot? Both of us had consumed plenty of fluids during the flight so dehydration was definitely not to blame. However, by now lunch was almost 3 hours ago and the reason for my average performance was perhaps due to a reduction in blood sugar levels. But that was possibly only a long shot. The most likely reason was a temporary drop in my willpower to find the strongest thermals and extract the maximum rate of climb.

While contemplating all these questions I remembered reading an article in *The New York Times* dealing with "decision fatigue". I knew that I had filed it away and when I got home it did not take long to find it again.

The author points out that extended mental work wears us down. No matter how rational or high-minded we are trying to be, we can't make decision after decision without paying a biological price. It is very different from ordinary physical fatigue where getting tired or becoming exhausted is easily recognized. However, getting low on mental energy is a highly insidious process and we are not consciously aware of it. The more choices we make throughout the day the harder each one becomes. As our task continues our brain gets exhausted and looks for shortcuts. One shortcut is to act impulsively instead of first expending the energy of thinking through the consequences. The other shortcut is the ultimate energy saver – doing nothing. Instead of agonizing over decisions we are avoiding any choices. Ducking a decision often creates bigger problems in the long run, but for the moment, it eases the mental strain. No doubt, there are plenty of aviation mishaps where these mental shortcuts are a contributing factor.

I firmly believe that if we do not learn from such experiences we are wasting an opportunity. Successful cross-country flying is all about good decision-making and that brings us back to the story of the above flight. It cannot be ruled out that I was getting mentally tired. It was a hot, humid day and after a long drive to the airfield, lengthy flight preparations and after some coaching I was beginning to suffer from "decision fatigue". As a consequence it is likely that I did not expend the same mental energy into finding the strongest thermals as earlier in the day. In addition I was getting a little lazy in my climbing efficiently. Fortunately the back seat was occupied by a young but very competent co-pilot. It allowed me to hand the ASH-25 over to him and give my weary brain a little rest. I can honestly say that it made the flight back to base a little easier.

The other lesson revolves around food intake. Perhaps my mental slackness could have been avoided by eating some fruit and by doing so keeping my blood sugar levels up. Food is partly turned into blood sugar, which the brain needs if it is to perform properly and avoid fatigue. However, the body's storage capacity for blood sugar is very limited. If we are not eating small amounts of suitable food every two hours or so we are at risk of making very poor decisions towards the end of a flight.

The lesson is obvious and very plain to see. In the future I will take some fresh fruit on every flight that is likely to take longer than three hours. Of course, I always take sandwiches (plus other suitable food) on my long distance flights, but on this occasion I did not expect to fly for 700 km and stay airborne for well over five hours. And that clearly points to the last and final lesson of this flight: always expect the unexpected! ❖

Poland 2013

Emmanuel Cadieux, Montreal Soaring Council

THIS SUMMER, I had the extraordinary opportunity to represent Canada in the 8th Junior World Gliding Championships. The competition took place in Leszno, Poland between 28 July and 12 August. I arrived with my father Robert Cadieux and our team meteorologist Jean Richard on 20 July in order to take advantage of the week prior to the contest to familiarize myself with the Cirrus 75 glider which I was going to fly and to explore a bit of the Polish landscape.

The weather was on our side and I managed to fly on the six practice days, logging twenty hours on the glider. I even had to take a day off on the seventh day in order to get some rest before the start of the competition.

J'AI EU UNE OPPORTUNITÉ EXTRAORDINAIRE cet été de pouvoir participer à la 8e édition des Championnats du Monde Junior de vol à voile, afin d'y représenter le Canada. La compétition a eu lieu à Leszno, en Pologne entre le 28 juillet et le 12 août. Je me suis rendu sur place avec mon père Robert Cadieux et notre météorologiste d'équipe Jean Richard le 20 juillet, pour pouvoir profiter de la semaine précédant la compétition en vue de me familiariser avec le planeur, un Cirrus 75 que j'allais voler et pour découvrir le territoire polonais environnant.

La météo était de notre coté et j'ai pu voler les six journées de pratique, accumulant une vingtaine d'heures de vol sur le planeur. J'ai pris congé la 7e journée afin de me reposer avant le début de la compétition.

La météo en Pologne est semblable à celle de la région du sud du Québec et de l'Ontario, mais la régularité des journées où l'on retrouve des conditions propices au vol à voile est surprenante et c'est idéal pour une compétition internationale de ce genre.

Dès les premières journées de pratique, j'ai pu constater que le niveau de compétition était très élevé. La plupart

The weather in Poland is similar to what we can find in the south of Québec and Ontario but the regularity of soarable days are impressive and this is ideal for an international competition.

From the first practice days, I recognized the high level of this competition. Several European countries had some big teams reaching the limit of three pilots for each of the Standard and Club classes. These teams were very well organized and had several competitions experiences. Their logistics were impeccable and their pilots could do some team flying, which is quite useful in order to improve their speed. On good days, the average speed of the winners often reached 100 km/h and sometimes even more in Club class in which I was competing. The gliders in Club class were mostly Cirrus, Jantars and LS-1s.

We had seven days of flying over the fourteen day period of the competition in all kind of soaring conditions. On some days, cu were present in great quantity and lift was generous, on other days, conditions were weaker and blue. The organizers were optimists and even on weak days they would set a small task in order to get another valid day for the contest. For example, on Day 6 all 48 gliders in the Club class outlanded. There were still 21 pilots (including myself) who made it over the minimum distance of 100 km, so that permitted an official contest day.

During these three weeks in Poland, I had the chance to have some nice meetings with other pilots and members from other teams. Even though the atmosphere was competitive, there was still time for social events. Although I was the only Canadian pilot, I still had the opportunity to fly with other groups of pilots from different countries and observe their flying and tactics.

I managed to have a few good results at the beginning of the contest, such as a 16th and 17th placing for the day, but I finally finished 44 out of 48 for the competition. My two last outlandings cost me a lot of points and positions.

Overall, I had a very rapid learning experience and I could say that by the end of the competition, I saw some good improvement in my flying performance and skills. I came back with a bag full of experience that I can't wait to apply. I am very happy and proud to have taken part in this competition and I know that all the effort that I put into preparation was worth it.

I am very thankful to those who helped me and supported me within the last year in order to make this project possible. I came back with over 50 hours of soaring in competition mode and an unforgettable experience. I am looking forward to representing Canada again at the 2015 Junior World Gliding Championships to be held at Narromine, Australia. ❖

des pays d'européen avaient de grosses équipes atteignant le nombre maximum de trois pilotes pour chacune des deux classes, Standard et Club. Ces équipes sont très bien organisées et ont de l'expérience en compétitions internationales. Leur logistique était donc impeccable et les pilotes pouvaient voler en équipe et améliorer leur vitesse. Les bonnes journées, les moyennes de vitesses des vainqueurs atteignirent souvent 100 km/h et parfois d'avantage pour la classe Club dans laquelle je participais. On y retrouvait surtout des Cirrus, des Jantars et des LS-1.

Nous avons eu droit à 7 journées de vol sur les 14 journées de compétition et ce dans toutes sortes de conditions de vol. Certaines journées, les cumulus étaient présents en grande quantité et les ascendances généreuses, d'autres journées les conditions étaient difficiles et en bleu. Les organisateurs étaient très optimistes et nous donnaient un circuit à compléter même les journées où les conditions étaient incertaines afin d'obtenir une journée de compétition supplémentaire. Par exemple, la 6e journée, les 48 planeurs de la classe Club ont commencé leur circuit, mais ils sont tous allés aux vaches. Il y a quand même eu 21 pilotes qui ont fait plus que la distance minimum de 100 km (moi compris), permettant une journée valide.

Au cours de ces trois semaines en Pologne, j'ai également fais de belles rencontres en côtoyant les pilotes et les membres des équipes des autres pays. Bien que l'atmosphère était à la compétition, elle n'était pas pour autant dénudée d'esprit de rassemblement et de partage. Bien que j'étais le seul pilote canadien, j'ai tout de même réussi à voler avec des groupes de planeurs et j'ai pu observer leur techniques de vol et leurs tactiques.

J'ai réussi à faire quelques bons résultats au début de la compétition, dont une 16e et une 17e position de la journée, mais je me suis finalement classé au 44e rang sur les 48 participants de la classe Club. Mes deux dernières vaches m'ont coûté très cher en points et en positions. Sommes toute, j'ai vécu un apprentissage très rapide et je peux affirmer avoir vu une différence dans mes performances de vol vers la fin de la compétition. Je suis revenu avec mon sac rempli d'expérience et j'ai hâte de pouvoir mettre en application tout ce que j'ai appris.

Je suis content et très fier d'avoir pu participer à cette compétition et je sais maintenant que tous les efforts pour la préparation en valaient la peine. Je suis très reconnaissant envers ceux qui m'ont aidé à rendre ce projet réalisable et qui m'ont supporté au cours de la dernière année. Je suis revenu avec plus de 50 heures de vol en mode compétition et une expérience inoubliable. J'espère bien pouvoir aller représenter le Canada à nouveau aux prochains Championnats du Monde Junior de vol à voile en 2015, à Narromine, en Australie. ❖

Retrieve adventures

Tom Grayson, London Soaring

FRIDAY, July 12 was a good cross-country day – I flew 200 km and returned to Embro with only three very low saves. So why not do another flight on Sunday, this time to the west to Glencoe? The weather continued very hot and humid. It is always cooler at altitude and I was full of confidence.

I launched at 1 pm and headed out, staying north of London airport. Lift was 2 to 3 knots but cloud base was only 3000 above ground. I went along on my merry way and took some photos of west London and Komoka. Lots of cumulus but slow going.

I was climbing near Melbourne and looking at the sky ahead. I could see lots of blue sky south to Lake Erie and beyond Glencoe. There was cu to and beyond Glencoe but they did not look very healthy. Do I turn around now or challenge myself and try for Glencoe? Remember all that confidence? I got some photos of Glencoe to show my skeptics and started back to the east.

Oops, each cloud had teasing lift but nothing positive. As the altimeter wound down, I ignored the cu and overflew the darkest fields with predictable results. My field of choice was over a mile long and looked to be recently planted. The landing went fine and I sat in my glider in a bean field eight kilometres southwest of Mt. Brydges at 4 pm. Still in the cockpit, I called the club to report my position and then my wife, Aileen, so she would know I would be home late. When I got out of the glider, two fellows were walking across the field from their truck. Was everything okay? I explained the situation and invited them to look at the glider – not missing an opportunity to promote gliding!

Next, find the farmer. I walked over to the nearest farmhouse and knocked on the door and tried to look unthreatening. The lady of the house told me that the field was owned by Cuddy Farms and no one would be around. I explained that I would be waiting for my retrieve crew and started walking back to the glider. I was half way across their lawn when out popped two young girls with their mom. Of course, I invited them to see the glider – mom stayed in the house because two younger sisters were having their nap. The girls ran across the field in their bare feet. "Is that ever cool!" I took photos of them and answered their questions.

We walked back to their farm and sat on the grass under a leafy maple. The oldest, aged 11, was Valley; her sister, 5, was named Birdie. They were a delight to be with. Valley watched over her sister, especially when Birdie wanted to climb the rail fence. Valley, of course, did hand stands and climbed into the tree all the while telling me about her school bus rides and about how their house had burned down over two years ago. They had moved into the new house last Christmas. They also had a 16 year old brother who was at work.

After a while the girls went into the house only to return with their dogs. Cash was a golden retriever who was long past running. Frankie was a full sized bulldog who insisted on knocking me over as I sat in the grass.

Soon the girls went back into the house and came out with three popsicles! We sat under the tree and enjoyed the cold treat – Frankie ended up with half of Birdie's popsicle. Then Birdie brought out her new kitten. She told me she had named it Thunder Rainbow. Valley, of course, thought that wasn't a good name for this kitten. Birdie told me it was a girl cat and proceeded to move some fur aside to show me. She was right. By the way, I got their e-mail address and sent the photos to them.

At 5:30 Mike Luckham and Gerry Edwards arrived with my car and the trailer. And then the real fun began. We pulled the glider closer to the road, easily removed the main pin and then tried to remove the wings. They did separate quite a bit but we just couldn't remove them. Then Gerry noticed that the ailerons were still attached! Talk about embarrassing. I felt like an idiot. The only other challenge, and it was a real one, was the extreme heat. We had to stop a number of times to rehydrate and cool off. Thanks to Elaine for thinking of sending orange juice and bottled water in a cooler bag with ice. Can I blame the extreme heat on my lapse with the ailerons?

Mike had one close call. My trailer tilts in order to get a good angle to load/unload the fuselage. Near the tongue we were struggling to get an attachment free when the front of the trailer came down quickly and just caught some of Mike's fingers! If he hadn't reacted fast, it would have been a disaster. Mike immediately put the ice to his hand and thankfully there was no real damage. I've since added loads of warnings around this pinch hazard.

After everything was in the trailer, I noticed that the right tire on the trailer was low. Now I had that tire looked at in the early spring and was assured it was fine. It lost air over the winter but not since. We would have to add air as soon as possible.

Dinner for the crew was the first order of business. Mike remembered there was a good restaurant in Komoka, and we ended up at the Little Beaver, a popular restaurant for many years. As a bonus, there was a gas station and an air pump (it cost a loonie). We arrived at 7:40 and the kitchen was closing at 8:00! The guys were nice to me and didn't order steaks but we ate well and drinks were cold and refreshing. We left about 8:30.

We avoided the major highways and didn't go too fast on the back roads. We were 11 kilometres short of the

club when the trailer started to act strangely. In the side mirror I could see blue smoke by the right trailer tire. I immediately stopped on the shoulder of the road. Yup, the tire was in shreds.

Not a problem – I have the equipment and a spare tire in the trailer. With my scissors jack we raised the trailer and tried to remove the tire but the small tire iron couldn't turn the rusted lug nuts. Okay, we go to the field to get a good tire iron, a jack, and a shovel so we can get the spare on. Back at the trailer in the dark, Gerry got the spare out and it won't fit on the hub! But Mike asks if I have a spare tire in the car. It's a "donut" spare but it fits the hub just fine!

By the time Gerry and I dropped the trailer at the club, it is after 10 pm. Gerry and I finally got home about 11 pm and Mike said he got home in Ridgetown about the same time. Thank goodness that's over!

You would think that getting the trailer tire situation sorted out would be fairly straightforward. Ah, you should remember that this trailer was homebuilt about 35 years ago. What could have changed in that time? My goal was to end up with two good tires on the trailer with a reasonable spare (where the rim actually fits the hub.) Somehow I had written down the tire size as P197/75R14. On Monday I talked to my car service garage and they suggested I go to a local auto wreckers for good used tires. Brilliant and cheap!

Of course, the boys at Corey's had never seen a P197/75R14 tire but they had something close, two nearly new tires on rims for $50. I could use one of my existing rims for the spare. Could it be this easy? In half an hour I was at the field jacking up the trailer. Wow! Looks great. Goes right onto the hub… and the tire rubs hard against the trailer box. Nuts! Too late to go back to Corey's.

It was Wednesday before I returned to Corey's. The guys were great and got me narrower tires and installed them on the rims. In half an hour, the new tire/rim is on the hub – and it still rubs, but not as bad. Next day, I'm back at Corey's expecting to get my money refunded but, no, the boys have another idea – they have two spacers that should move the tire away from the trailer box. Rejuvenated, I head back to the field and, you guessed it, the tire still rubs. Have you ever seen a grown man cry? Not a pretty sight.

On Monday, I go back to Isen's with my tale of woe. Dani looks at the shredded tire and declares that it is a P195/75R14 tire and should be readily available! I'm stunned. He calls a nearby tire shop and they have two such tires as "left backs", that is, someone bought fancy tires from them and left the originals. They will install them on my rims and balance them for a total of $100 plus tax! Of course I have only one rim in my trunk, so off I go to the field to get the left trailer rim and tire, back to the tire shop and have the new tires installed. In no time, I'm back to the field to install them both on the trailer. They fit. They don't rub. They were cheap. I'm in a daze. But what about a spare tire for the trailer? That was in the plan. To hell with it – I'll use the car's spare if I have to.

What did I learn? I continue to enjoy the challenge and unknowns of cross-country soaring. I think I would press on again if I thought the conditions were deteriorating. You have to push your limits sometimes.

When you land out, you meet some great people and it can be an enjoyable time. It is worth preparing everything you can ahead of time to ease the efforts of your crew and to give you some piece of mind. Your crew is your best friend and the cost of their supper is worth every penny. ❖

miscellany

a Grade 8 lad gets his power and glider solos in one day

Ethan Brown is the son of Central Alberta's CTP Dale Brown and has grown up at the airfield. On his 14th birthday he started the day by flying his first solo power flight at Red Deer Flying Club in the morning. He then came back to Innisfail and flew his first solo flight in a glider. To finish the day he flew in the right seat of the King Air as they dropped off ten skydivers at 15,000 feet. Life is good.

In the next issue of *free flight*, his humorous take on his progress.

photo in last issue of *free flight*

In the previous issue, on page 25, there was a small photo of a sailplane in flight. Brian Milner e-mailed to say that it was him, finishing in his Nimbus 3 in 2002 at Uvalde. The photo was taken by Cheri Milner.

history of the Cosim variometer

If you ever hear an oldtimer talk about "green air", you will now know what he's referring to. In one way the Cosim was better than today's varios, with almost no lag in indicating changes in lift, but it had bad points: it was very slow at low climb rates, it was directly affected by g, and the slightest trace of damp in the tubes could cause the balls to stick partway up the tube.

Here is the story of how it was developed by one of its inventors, Louis Slater, from the Winter 1950-51 issue of the UK's GLIDING magazine …

I wonder how many present-day sailplane pilots would blithely set out on cross-country flights without the use of a variometer? Yet, in the 1920s when Robert Kronfeld, Wolf Hirth, and other famous German sailflyers were making soaring history, many of the extraordinary soaring flights were done without the use of (according to present-day standards) this indispensable instrument.

It was probably nearer 1930 when an instrument showing direct rate of ascent or descent first came into use. Robert Kronfeld in his book, *Gliding and Soaring,* makes no mention of such an instrument, but there is a brief reference to the need for an instrument which would indicate the entrance of a glider into a layer of warmer air.

In England around 1933 several ingenious devices for indicating rates of ascent or decent were evolved, amongst them being David Dent's curious arrangement of glass tubes filled with balanced proportions of non-mixing colourless and red phenol. There was also Fred Coleman's soap bubble tubes and R.G. Robertson's elaboration of Dent's glass tube and phenol device which worked very well. In fact, both Robertson and I got our Silver C with the use of this instrument. A little later on, Eric Collins designed and had made a very neat little instrument with a dial face rather like the charge and discharge ammeters on the dashboards of motorcars.

All these variometers, whether of the sensitive capsule type or the liquid type, had a fixed leak in the form of a length of glass capilliary tube. One could, by making the leak small, have a very sensitive instrument, but only at the expense of increased lag and vice versa. Some variometers were, and still are for that matter, fitted with two leaks, fine and coarse, controlled by a two-way cock operated by the pilot. The answer, therefore, was to design an instrument in which the leak automatically adjusted itself to the correct size for any rate of climb or descent.

In 1936, after much thought and many experiments, the forerunner of the present "Cosim" evolved. This was a joint effort on the part of R.B. Cobb and myself, and was on the very simple principle of two tubes in which are moved, by the air flowing out of or into a vacuum flask, small indicators – green for ascent, red for descent. In those days, however, the tubes had taper bores and very tiny hollow balls as indicators. The size of the instrument face was 3 in. high by 3/8 in. wide, and the bores were 1/16 in. at their minimum diameter. The balls, hollow and coloured inside, were machined out of perspex and the wall thickness was 0.005 in.

The instrument was purposely kept small, as it had to fit in any odd place on the somewhat cramped and tiny instrument panels of those days, when ASIs and altimeters measured about 5 inches across the dials.

The first recorded flight made with one of these little instruments was by Gerry Smith,

2014 Seminar
Women Soaring Pilots Association

21 – 25 July

YORK SOARING ASSOCIATION

Large fleet:

3 x 2-33	1 x 2-32	2 x Pawnee 235
3 x Grob 103	2 x 1-34	1 x Scout 180
1 x ASK-21	1 x PW-5	
1 x DG-500	1 x Grob 102	

Large Airfield:
220 acres
7 turf runways
Walter's Field
(CPC3)

Amenities:
Fully accessible clubhouse and campground
Modern clubhouse with kitchen, BBQ, wi-fi
Cabins for rent on grounds; B&B, hotels nearby
2 hand-controlled sailplanes
Transport Canada Examination Centre on-site
Many instructors... and instruction is FREE !
Fly in a Slingsby T.21B open-cockpit vintage sailplane

Training in:
Ab initio
Go solo in 2 weeks!
Acrobatics & Spins
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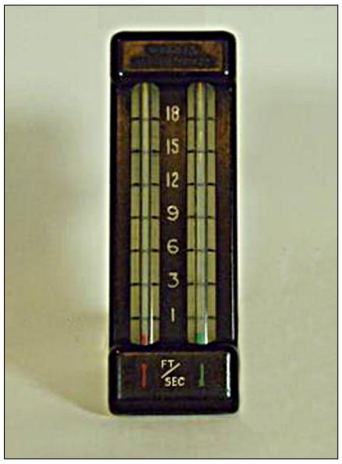
who took the Golden Wren from Camphill across the border to Ruabon in Wales, thus completing his Silver C on 28 September, 1936.

We decided to put this instrument on the market, and it must have filled a very definite need, judging by the reported flights made with its use and the letters of appreciation we received. Wolf Hirth took one back to Germany after his visit to our National Competitions at Camphill in 1937, congratulating us on a fine achievement, and so we were encouraged to go on.



Since the war, cockpits are in general more roomy, and instrument panels, in addition to being large, are usually much further from the pilot's eyes. In consequence the "Cosim" Variometer has been increased in size both to ease production difficulties and to be more easily read. The taper tubes have been superseded by straight boretubes, the leak being taken care of by machining a taper slot up the back of each bore, and the hollow balls replaced by [cylinders].

From 1946 onwards we have supplied many hundreds of "Cosim" variometers, and these have gone to all parts of the world.

On 16 September the Winnipeg Gliding Club had a visit from 442 Squadron. The Search and Rescue Coordination Centre 115 Buffalo arrived overhead the Winnipeg Gliding Club airfield, dropped streamers followed by three SARTECHS under parachutes. The Buffalo then landed on runway 31. The SARTECHS repacked their parachutes for their next arrival in Gimli.

We were able to get some photos of my Discus B and an enthusiastic crowd and aircrew. Thanks to the Canadian Forces for allowing us to see this marvelous aircraft and crew in action.

Andrzej Konarzewski

2013 Competition Seeding List

The SAC Seeding List is a formulated method to determine the ranking of Canadian contest pilots based on competition results from the latest three seasons. Pilots are grouped according to which class they competed in most recently: Group A - FAI Class, Group B - Club Class, Group C - Club Class 2. (In 2011 Club Class had to be split because there were too many competitors to accommodate in one class. This was an anomaly and will disappear next year). The list is administered by the SAC Sporting Committee and is updated annually after the close of the contest season.

The rules that govern the calculation of the list are published on the SAC website at *<www.sac.ca/index.php?option=com_docman&task=cat_view&gid=21&dir=ASC&order=name&Itemid=124&limit=20&limitstart=20>*

The purpose of the SAC Seeding List is to:

- Provide the Sporting Committee and SAC with a tool for the selection of the Canadian National Soaring Team.
- Encourage cross country pilots to compete in head-to-head speed contests by providing a measure of skill development and experience.
- Document the contest pilot pool in Canada for historical or statistical use.
- Support SAC in the recognition of pilots' outstanding contest performance.

The 2013 Seeding List will be the basis for selecting the Canadian Team for the World Gliding Championships 2014.

Jörg Stieber
Sporting Committee chairman

	Rank	Name	Seeding pts
Group A	1	Jerzy Szemplinski	103.302
	2	Dave Springford	101.899
	3	Jörg Stieber	97.486
	4	Nick Bonnière	93.401
	5	Pierre Gavillet	82.802
	6	Willem Langelaan	71.824
	7	Gabriel Duford	50.443
	8	Sergei Morozov	37.393
	9	Ronald Smith	36.673
	10	Andrzej Kobus	35.826
	11	Ed Hollestelle Sr.	35.600
	12	Luke Szczepaniak	32.591
	13	Jim Freyett	29.397
	14	Leo Deschamps	8.356
	15	Jim Carpenter	3.659
Group B	1	Emmanuel Cadieux	55.976
	2	Chris Gough	40.000
	3	Anthony Kawzowicz	35.846
	4	Paul Fish	34.666
	5	John Brennan	32.973
	6	Bill Cole	31.759
	7	Dave Cole	30.334
	8	Alf Marcelissen	29.399
	9	Marian Nowak	28.886
	10	Roger Hildesheim	27.784
	11	Dan Cook	26.058
	12	John Mulder	26.024
	13	Martin Brassard	25.924
	14	Krzysztof Wiercioch	22.717
	15	Yves Bastien	11.091
Group C	1	Herrie ten Cate	29.738
	2	Selena Boyle	26.927
	3	Ray Wood	25.201
	4	Zach Marton	19.079
	5	Jay Allardyce	12.606

book review

The Road to Narromine

by Jim Richards

I'm a soaring pilot, Soaring Society of America member, and retired film director. I grew up in Ontario, lived in several countries and flew sailplanes in Australia for more than three decades. My book, *The Road To Narromine*, has just been published in Canada.

I believe members of your club would find it a 'good read.' It contains many episodes about soaring. It's a memoire written in the style of a novel – full of interesting characters, action, texture and descriptive detail. It covers my own experiences in the sport, from first lessons to aerobatics, cross-country, and competition flying. Every soaring pilot, of any level, will recognize him-or-herself in the situations depicted – sometimes humorous, sometimes edgy, always involving.

The book is about people, places, events and grassroots culture – from World War II in England (as a 5-year-old I saw the Dam Busters land after their historic raid), to rural Ontario, to Madison Avenue advertising, to edge-of-seat commercial film shoots involving helicopters and sailplanes, to driving from Sydney to Narromine, New South Wales – a world-renowned soaring destination. There's even a teaspoonful of history.

I think this may be the first book that attempts to draw the reader inside the whole mystique of soaring. I put the reader in the cockpit. In addition to becoming a key part of his or her own library, *The Road To Narromine* would make a great gift for a sailplane pilot to give to relatives, business associates, and friends – to explain, in part, 'this is what I do.'

The Road To Narromine is now available in Canada through Amazon.ca. For more information, an author bio, and excerpts from the book, please check my website at *<jimrichardsauthor.net>*.

World Junior Gliding Contest raffle

Over $800 was collected on ticket sales to support Emmanuel Cadieux at the competition. Here are the winners of the raffle:

1st prize:

Two WestJet tickets – *Stéphanie Moreau,* (Emmanuel's power instructor)

2nd prizes:

- Painting of a ASW20BL by Françoise Durand: *Shane Cockriell* (CAGC)
- Gift box of olive oils and small cups: *Marc Briau* (MSC)
- Two sets of gift cards by Selena Boyle: *Brendan Mogan* (Cu Nim) & *François Latourelle* (family friend)

Ready for hookup?

This photo was not staged. The young guy picked up his dad's handheld at the Cowley Summer Camp and hung it on his pants pocket. Then he grabbed the towrope and tried to hook it to his play tractor.

aeroplan

Aeroplan's charitable pooling program

Pooling Aeroplan Miles in support of local charitable initiatives

Aeroplan is happy to facilitate the transfer of miles to support the Canadian Soaring Team

Donations will be accepted 10 October to 10 November

Donated Miles will be used by the team members to travel to Poland to compete in the 2014 World Gliding Championships in Leszno.

I (please print name here) _____

would like to donate _____ Aeroplan Miles to be

transferred from my Aeroplan account # _____

to the charitable Aeroplan account of the Soaring Association of Canada (SAC). I understand that these donated Miles will be administered by Dave Springford and redeemed either for travel or for non-air rewards in support of the Canadian Soaring Team.

signed _____ date _____

Please return this signed pledge form to Dave Springford by e-mail *<springfo@gmail.com>*, by fax at (519) 884-4446, or mail to 663 Deer Run Dr, Waterloo, ON, N2K 3H2. Direct all questions to Dave at (519) 884-4242.

Note that in order to transfer Aeroplan Miles from one account to another, the legal signature of the donor on this form is needed; an e-mail pledge cannot be accepted by Aeroplan.

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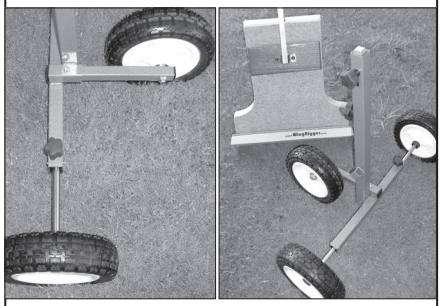

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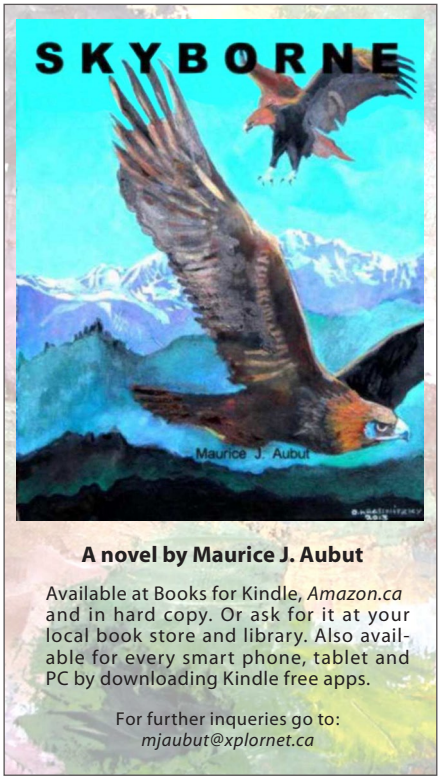

A novel by Maurice J. Aubut

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For further inqueries go to:
mjaubut@xplornet.ca

† Rudy Rozsypalek – a life lived

We all know now of the tragic midair that ended Rudy's life in June at Pemberton. *Maclean's* magazine has a regular inside back page feature on the lives of uncommon if not famous individuals. In its 12 August edition, it has done a fine job of telling us about Rudy's adventurous life. This copy of *Maclean's* is likely available at your library if you can't find it elsewhere.

Tony Burton

Training & Safety

Quiet around the aircraft! – and more wing runner duties

"I've heard that some clubs insist on quiet around the glider as the PiC is doing the walk-around and pre-flight cockpit checks. Do we have that rule? Or, is it one we should have? When I get my game face on to fly, I don't like to be distracted."

"Quiet around the aircraft" for walkarounds and other checklists is a very good idea. I heard a story once about a glider pilot who would don a safety vest and set out cones around his airplane when he was rigging and doing the DI, and would actively ignore you if you tried to talk to him while he was doing this. Then when he was done, he'd ream you out for trying to interrupt.

It is easy for the most experienced pilots to get chatting and just drop stuff off the checklist without noticing, so I do think it would be good to get into the habit, club-wide, that when someone starts a checklist, conversation stops (or is restricted to checklist items only).

I see this policy as especially important when flying intros. They often want to learn about the airplane and will ask a lot of questions. I know when I've taken intro rides in a power plane, the pilot has taken me along for his walkaround, and explained each item in detail. If we're not already doing that with the intro passenger, perhaps we should.

Intros also tend to bring their families along, and they come right up to the airplane to take pictures. This is exciting for them as most people never see an airplane this close! When I'm wing running for an intro, what I try to do is engage the families and once they've taken a few pictures, I try to draw them away from the cockpit and answer any questions they have, just to try to keep them out of the pilot's way. I've also started to familiarize the intro passenger with the cockpit while the pilot does his walkaround. I'm not sure which is more helpful.

A club should have some guidance about the conduct of an intro flight with respect to enabling the pilot to do a walkaround without interruption and without worrying about hordes of non-pilots hanging around the glider unsupervised! I would suggest that the families be accompanied by another pilot or experienced student. This could be the wing runner, but it would be better if it wasn't. That way, they can be totally focused on ensuring the family gets to share in the fun and get their pictures, but are kept safe and don't distract the flying pilot.

The wing runner would then be free to focus on the normal pre-flight checks, as well as helping the pilot with items like getting the passenger comfortably situated (donning chute, getting cushions if necessary, adjusting seat back and rudder pedals).

The wing runner should be trained to be constantly evaluating the safety of the impending takeoff, including the runway conditions (since the pilot may not be in a great position to see all of it) and the safety of the airplane itself. I know I tend to nag a lot about open vents. I don't often check the canopy locks since that's supposed to be part of the pilot's checklist, and usually there is someone in the back seat, but I think it's a great idea to have the wing runner monitor during preparation for the flight.

The wing runner could also be silently checking the empty back seat during prep for a solo flight, and verbally confirm to the pilot "rear cockpit secure". Club training could be that the wing runner checks both cockpits for locks on, windows closed, and only verbalizes "cockpit secure" if the rear cockpit is empty. The thing about a checklist is that the items should be gone through every time, not just in certain situations.

I noted when I first went solo that there was now no one in the back seat to ensure that the rear canopy is properly closed and locked, the rear harness done up tight, no loose objects in the back, etc… Can we make it a club procedure if a pilot is going solo in a two-seater glider that the wing runner add a formal step to their checks (or maybe two, to capture other items). For example:

- Rear cockpit secure, rear harness secure
- No loose objects, canopy locked
- Locks and dollies off, spoilers closed
- Rope free of loops and knots
- Runway clear of traffic
- All clear above and behind

This isn't meant to replace pilot responsibility, but can add a layer of safety.

Erin Doerffer, Cu Nim

outcome. Time and again, I reminded myself of the math, of the logic of the situation, and kept the speed reasonable hence somewhere near best glide angle.

Did I mention I was flying my new Discus? Such a glide was something I could never have accomplished in *Scarlet Lady*, my old wooden Standard Austria. Did I mention this was my first flight with my new Oudie computer in the glider, using LK8000 flight strategy software (after 15 years as a loyal WinPilot user)? In other words, did I explain I had no idea what I was doing or what to expect, and no basis for trust in the information I was getting from the computer?

My confidence built up as I went, as the arrival altitude margin eroded, slowly, reassuringly. The alternate airport was passed by. I crossed the Chipman runway 2000 feet above ground. The glide calculation had been optimistic by about 600 feet. That was easy to explain, as it was apparent the wind had shifted from southeast to south, from a bit on the tail (hence essentially zero headwind component) to a slight headwind, as the glide had progressed.

Let's see. Fifty-eight kilometres, times 3300, carry the one – round that to 200,000 feet. Hmm … arrival 2000 feet above the ground. One percent! That can't be right; no one would plan a glide within a margin of one percent! Let's try again. Let's assume, as a round number, a glide ratio of 40:1 for the Discus. The expected height loss over that glide would then be 5000 feet. Leaving my last thermal, I was 6000 feet above circuit altitude. That's better – a margin of 20% – indeed, a margin of almost 40% to a straight-in approach. Now I feel better! *

Landing came at 6:10, about 6 hours 20 minutes in the air.

After all the scheming and dreaming, strategy and tactics, mental arithmetic and playing of hunches, the flight was over, the day complete. The OLC algorithm found the best six legs, as it will do, and decided the flight had covered 546 km. The final turnpoint north of Vilna figured in the largest triangle (325 km), along with near-Vermilion and near-Tofield.

The prairies were spectacularly beautiful. The air was clear, clean and crisp, allowing the vivid colours of spring to shine through – emerald green leaves, yellow straw from last fall's harvest, brilliant white cumulus clouds, sapphire blue lakes of the cottage country north of the river, and of course the black and grey hues of the looming storm clouds. On the radio I heard all day my friends sharing the same sky, enjoying the freedom of soaring flight. Flying in the sunshine. What a day! What a sport!

* The actual numbers: 55 km; 6900 feet agl, 700 foot circuit altitude: required glide ratio 29:1 to a normal circuit; 26:1 to a straight in approach. At the point the alternate was dropped from consideration, the situation was 30 km to go, 4500 feet agl, required glide ratio of 26:1 to circuit altitude and 22:1 to a straight in approach. ❖

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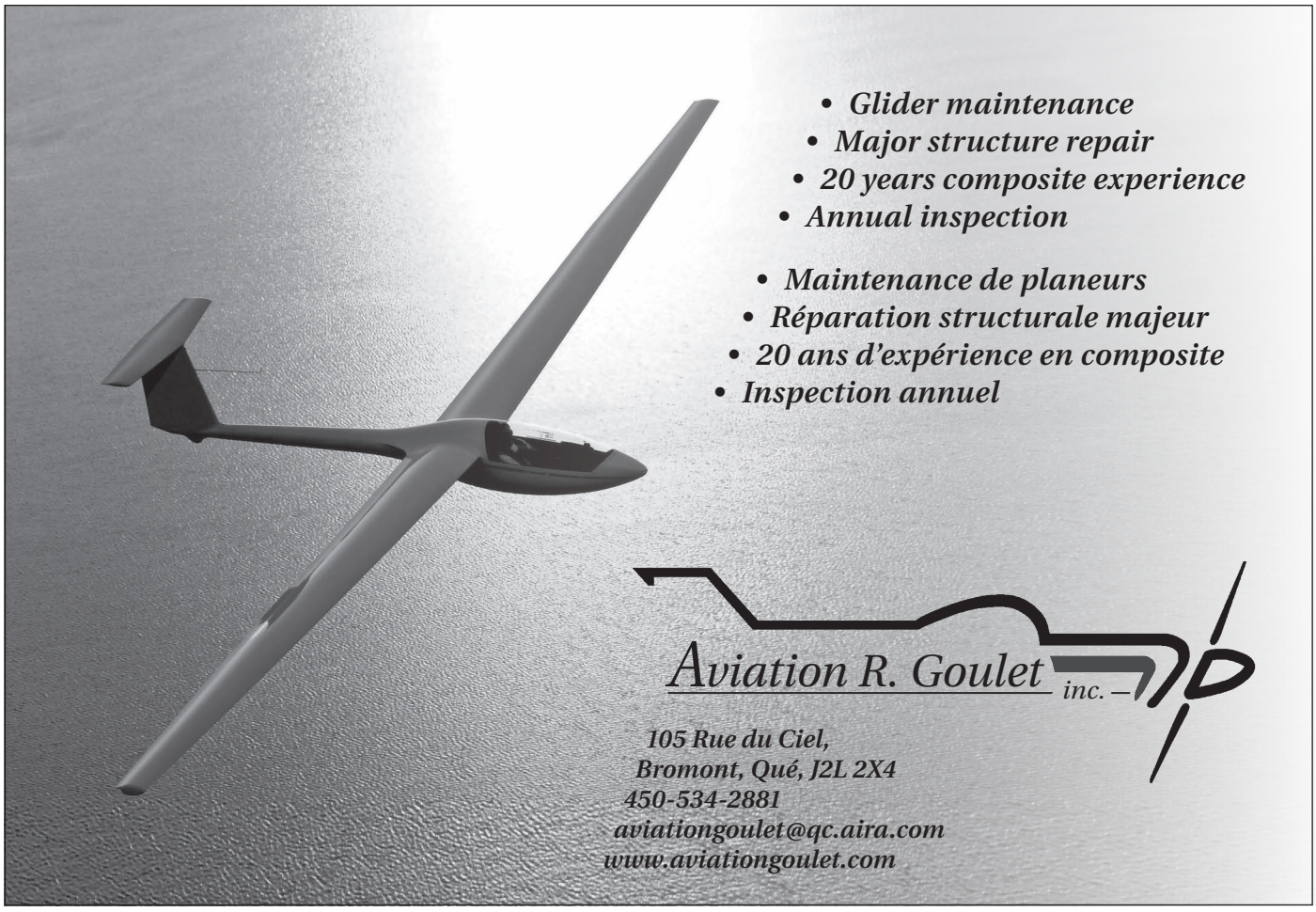

how about that weather, eh!

from page 13

The story concludes with Bob Katz and more great weather flights from MSC. He says:

As we draw the 2013 local soaring season to a close I was asked to reflect upon a couple of good flights early in the season. It seems like eastern Ontario had pretty good conditions early in the season while our confreres in the Toronto area skunked us Easterners in the latter part. Is a second residence in Toronto warranted to cover all the bases? Suffice it to say, the grass is greener in the other end of the province only some of the time.

May 14 Decent thermals kicked off the day in my venerable PIK-20. I checked in with Ottawa Terminal to tiptoe across their northern boundary heading west. When I came to the end of the Gatineau Hills I had a decision to make – where to now? I had been listening to the guys from Kars on the Ottawa Terminal frequency making their way west to Smiths Falls which was to my south. They we doing okay, so despite fewer cu present south, I decided to "circle the zone".

I was surprised to see so much landable terrain as few airports dotted the area. Ottawa requested a more westerly track to stay clear of traffic. No problem. High cirrus started to soften the conditions but the commitment was made. At Mallorytown I could see Lake Ontario just a few thermals away. Nice. Good to stretch the legs into parts unknown.

The turn to Hawkesbury was made in good enough time to even allow a new heading for Saint Donat to the north after my return to home. A higher cloud base in the mountains permitted another two enjoyable legs, completing a great flight around the Ottawa Terminal and tour of the playground north for a 561 km flight.

June 19 You have to love strong thermal days. Unlike owning a Ferrari, on a strong day you can shift a glider into sixth gear legally. The Ferrari would just put you in jail.

Despite a much later start than I had wished, northbound was producing results with classic cu. Deep into the boonies and about 40 km north of La Macaza, a turn was made to head to Farrellton, just north of Ottawa. After turning Farrellton, I hooked up briefly with André Pepin and Michel Galipeau in the club's Duo. I suggested we aim for Saint Donat and off we went. Slightly different tracks, but our paths crossed a few kilometres west of our destination.

Decent thermals kept me going a bit past the general area. It was time to make it back local. Overdevelopment on the return was attempting to swat me out of the sky in heavy sink. Back to the sun and lift about 20 km southeast of Tremblant. While on the way home 500 km was in the bag, but what about 600? Conditions were weak but I still opted to make a turn to the west out past Lac Simon. Further on now in the Montpellier area, I realized the elastic band was taut and was about to break as lift disappeared.

The final glide home had me and *XC-Soar* calculating if my first 600 was in the bag. This return leg was my last scorable OLC leg. I calculated I had to drag out the final glide past the airport while maintaining enough altitude to turn for home. What *XC-Soar* did not calculate was my tow distance, which it inconveniently added to my flight score. OLC thought otherwise for 599 km as my scoring distance.

What a wonderful day; and no, I will not be trading in the PIK-20 for a Ferrari any time soon. ❖

Canadian Nationals 2013

from page 9

had spread out and there was not much sun on the ground. It cycled fairly rapidly and after some struggling most competitors were able to climb to cloud base. Club Class had a 3 hr area task and FAI Class a 3:15 hr assigned TP task. We were able to climb to 4000 agl in 4-5 knots before the start – it was a nice change from the weak conditions of the previous days.

It was clear that this was the day one had to be in racing mode. I had a good start and ran the first leg under a big cloud street in a southeasterly direction to the St. Lawrence. With a good tailwind, my speed on the first leg was 156 km/h. The second leg was along the St. Lawrence to the southwest. As I decided where to turn, I kept a close eye on a dark and massive cloud street along the river, trying to decide if it was still convective and how long it would take to overdevelop. All around me the sky was changing rapidly. By the time I had turned and reached the cloud street, it was dead and blocking the sunlight over a large area. I found myself low over Cornwall, finally back in the sun but struggling and losing 18 minutes digging myself out as the next cycle was just beginning.

Fortunately, everybody got caught at least once in a down-cycle and had similar problems. Once I was back in the race, things were good again. I enjoyed the beauty of the St. Lawrence with its ships and bridges, sunlight reflecting off the water and ahead a sky full of beautiful cu.

The next leg went to the northeast, to the Ottawa River near Hawkesbury. I turned early enough to avoid a massive blue hole on the second leg and managed to stay with the cu, although there were fewer now. I saw some large towering clouds in the area of the last turnpoint. Fortunately I had planned the flight so that I only had to touch the last turn area. I topped up to 4700 feet under the last thermal before flying under what was now solid overcast. As I was gliding the 25 km to the turn area in dead air, I evaluated my choices for the last leg. There was a massive cloud street leading directly back to Pendleton. The alternative was to fly a bit of a detour along the Ottawa River in the sun. It was clear I would be low coming out of the turnpoint. After my earlier experience I didn't trust the cloud street and opted for the sun. It was just starting to redevelop and I was able to bump along under some wisps until I had final glide. This was a fun day!

Day 4 – Friday, 12 July
Unfortunately, the good conditions didn't last long as we were back in the hot and weak conditions. In fact, Friday was probably the weakest day of the Nationals. Since I was in the lead, I started the 2:30 MAT just behind Nick Bonnière who was in second place. Gabriel Dufort was along with us as well.

When we hit the first blue thermal we knew this would be tough. We stayed together for the entire task, flying from blue thermal to blue thermal and field to field. Our working band was between 1000 and 3000 feet, narrowing as the day went on. In retrospect it was a mistake to go to the last turnpoint, we should have just finished early from the second last. However, we struggled around the last turnpoint and made it home together. All other competitors had landed out.

The weather in these Nationals was a disappointment but the hospitality and camaraderie with local pilots made more than up for it. Many thanks to the GGC and to the Hildesheim family in particular as well as Dan Daly for organizing and hosting these Nationals! ❖

FAI badges

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These badges & badge legs were recorded in the Canadian Soaring Register during the period 16 June to 15 September 2013.

SILVER BADGE

1074	Patrick McMahon	York
1075	Carl Pottle	Rideau Valley

DIAMOND DISTANCE (500 km flight)

	David Hocking	Vancouver	508.8	ASW-19	Invermere, BC

DIAMOND GOAL (300 km goal flight)

	Peter Foster	York	307.3	ASW-24	Arthur, ON

SILVER DISTANCE (50 km flight)

	Louis Chabot	Quebec	52.5	Std Cirrus	St. Raymond, QC
	Carl Pottle	Rideau Valley	71.7	Libelle	Kars, ON

SILVER DURATION (5 hour flight)

	Patrick McMahon	York	6:04	DG-500	Arthur, ON
	Jesse Mack	Winnipeg	5:34	Astir CS	Starbuck, MB
	Carl Pottle	Rideau Valley	5:11	Libelle	Kars, ON

SILVER ALTITUDE (1000 m height gain)

	Natalia Gadomska	Winnipeg	1060	PW-5	Starbuck, MB
	Claudine Dorval	Quebec	2190	LS-4a	St. Raymond, QC
	Michel Jacques	Quebec	1230	Puchacz	St. Raymond, QC
	Jesse Mack	Winnipeg	1269	Astir CS	Starbuck, MB
	Carl Pottle	Rideau Valley	1845	Libelle	Kars, ON

C BADGE (1 hour flight)

3010	Michel Jacques	Quebec	1:40	Puchacz	St. Raymond, QC
3011	Jesse Mack	Winnipeg	5:34	Astir CS	Starbuck, MB
3012	Carl Pottle	Rideau Valley	3:01	Libelle	Kars, ON

soaring services

Fox One Canadian distribution for instruments and software for LX Nav, LX Navigation, SeeYou, Becker and Dittel radios, and will continue to support Ed's former customers. For more product details go to <*www.foxone corp. com*>.

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Sportine Aviacija Canadian dealer for LAK sailplanes. LAK-17a – 15/18m flapped; LAK-19 – 15/18m Standard; LAK 20 2-seat 23/26m Open. <*www.lak.lt*>.<*nick.bonniere@withonestone.com*>

Windpath North American dealer for SZD-54-2 Perkoz, SZD 51-1 Junior, SZD-59 Acro, and SZD55-1. Also MDM-1 Fox, PW-6, PW-5, and Avionic trailers. Jerzy Szemplinski, <*www.windpath.ca*>, info@windpath.ca, (905) 848-1250.

FAI records

Roger Hildesheim

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(613) 838-4470, <*rogerh@ca.inter.net*>

The following record claims have been approved:

Pilot	**Adam Zieba**
Date/place	9 May, Julian, PA
Record type	Free O&R distance: Citizen, Open & Club
FAI category	3.1.4b
Sailplane	ASW-28E-18 (C-GAXH)
Distance	1252.3 km (1089.5 km Club) – a failed 1500 O&R
Task	start/finish Poverty, PA, TP SW of Tazewell, VA
Previous record	2012, Brian Milner, 1028.1 km (Open)
	2010, Adam Zieba, 956.4 km (Club)

Pilot	**Trevor Florence & Chris Hildebrandt**
Date/place	10 June, Invermere, BC
Record type	Free O&R Distance, Territorial, Multiplace
FAI category	3.1.4b
Sailplane	Duo Discus (C-FDUO)
Distance	572.9 km
Task	start/finish at Mt. 7, TP at US border
Previous record	2008, Ernst Schneider & S. Midwinter, 393.3 km

Pilot	**Trevor Florence & Chris Hildebrandt**
Date/place	10 June, Invermere, BC
Record type	Free 3TP Distance, Territorial, Multiplace
FAI category	3.1.4c
Sailplane	Duo Discus (C-FDUO)
Distance	847.1 km
Task	start Invermere, TPs at Mt Seven, US border, Blaeberry R, finish at Fairmont
Previous record	2002, Trevor Florence & J. King, 689.0 km

Pilot	**Jerzy Szemplinski**
Date/place	18 August, Rockton, ON
Record type	400 km speed triangle, Territorial, Open
FAI category	SAC
Sailplane	ASG-29 (C-GLEK)
Speed	102.7 km/h
Task	start/fin at SOSA, TPs Markdale & Strathroy a/p
Previous record	1987, John Firth, 99.0 km/h

The following record has been claimed:

Pilot	**Luke Szczepaniak**
Date/place	18 August, Rockton, ON
Record type	400 km speed triangle, Territorial, 15m
FAI category	SAC
Sailplane	ASW-27 (C-GJSJ)
Speed	97.3 km/h
Task	start/fin at SOSA, TPs Markdale & Strathroy a/p
Previous record	2009, Jerzy Szemplinski, 94.8 km/h

magazines

GLIDING AUSTRALIA – Bi-monthly journal of the Gliding Federation of Australia. <*www.soaring.org.au*>. International rates for on-line access.

GLIDING INTERNATIONAL – the monthly world gliding publication by John Roake. Read worldwide, with a great reputation for being the first with the latest news. US$64/120, 1/2 yrs airmail. Personal check or credit cards accepted. <*office@glidinginternational.com*>. Register on line: <*www.glidinginternational.com*>.

SAILPLANE & GLIDING – the bimonthly journal of the BGA. £39/yr airmail, £22.75 surface. <*www.gliding.co.uk/sailplaneandgliding/subscriptions.htm*>.

SOARING – the monthly journal of the Soaring Society of America. Subscriptions, US$46. Credit cards accepted. Box 2100, Hobbs, NM 88241-2100. <*feedback@ssa.org*>. (505) 392-1177.

SOARING NZ – Personal check or credit cards accepted, NZ$122. McCaw Media Ltd., 430 Halswell Rd, Christchurch, NZ <*j.mccaw@xtra.co.nz*>.

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www.greatlakesgliding.com

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www.londonsoaringclub.ca

RIDEAU VALLEY SOARING
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club phone (613) 489-2691
www.rvss.ca/

SOSA GLIDING CLUB
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www.sosaglidingclub.com

TORONTO SOARING CLUB
airfield: 24 km W of Shelburne, ON
www.torontosoaring.ca

YORK SOARING ASSOCIATION
7 km east of Arthur, ON
club phone (519) 848-3621
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www.YorkSoaring.com

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SASKATOON SOARING CLUB
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www.wgc.mb.ca

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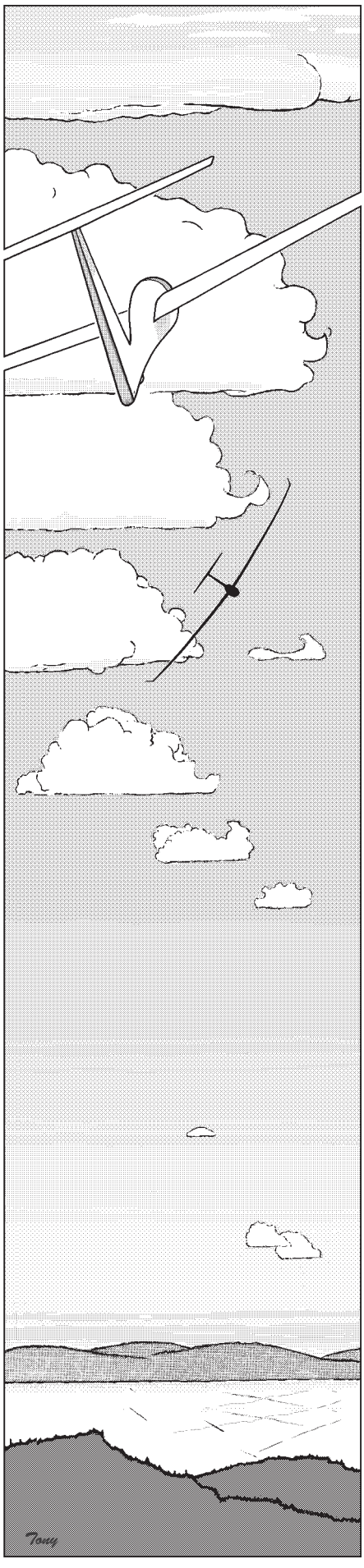

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