



Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

January, 1968

EDITORIAL

A Statement of Policy. Controversy is stimulating, and so we were interested to read Bill Budach's comment on Free Flight in the December 1967 issue of his Ontario Bulletin. Mentioned were "the journal atmosphere . . . of Free Flight", and "the cold legal manner of reporting SAO meetings". Our first reaction is that it is very good to have comments, which are preferable to no comment at all -- which could imply that Free Flight is so dull that it is not worth commenting about.

It is therefore appropriate to state our thoughts on the image Free Flight should present to outsiders as well as to SAC members. As an official publication, it must be responsible. This is not to say that editorials should be free from opinions or exhortations. Opinions, however, should be confined to the editorial where it can be seen that they belong to the editor.

The policy with regard to club news has been to welcome as many club newsletters and individual letters as members wish to send in. Whether used in part or in full, their content is published as it was written, the idea being that each writer has a different style and so will provide some variety in the news. A number of articles written by your editor for another gliding publication have invariably been "improved" by the magazine editor. This is not the present policy in Free Flight. Only the writer knows what he wants to say -- we respect his individual contribution.

The report of the S.A.C. annual meeting should, in our view, represent as faithfully as possible a reproduction of what was said. Because of distance, many members are not able to attend this meeting. They have a right to receive a report of what took place, not an opinion on what took place.

The content of Free Flight depends on the number of contributions sent in. The presentation is determined by the editor. The newsletter could certainly be improved, and we hope to introduce innovations, but the production is a spare time task, and spare time is limited. We are glad to receive and publish news received regularly from Calgary, Red Deer, Edmonton, Winnipeg and Quebec; S.O.S.A. and Gatineau send their newsletters but publish them less frequently. In the past couple of years not many photographs have appeared in Free Flight. Prints of photographs and photographs accompanying articles will be welcome.

SAC NEWS

World Contest Fund:

Clubs will now have received books of raffle tickets. Each book sold will add \$7.00 towards payment of pilot expenses, hire of sailplane, etc. These tickets seem to go down well in offices and engineering plants. So there is hope for a useful contribution to the fund - keep selling. Area organizers should send ticket stubs to Walter Piercy, but cheques should be made out to

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S.A.C. and sent to Treasurer, Don Wood, 121-6 Vanguard Avenue, Pointe Claire, P.Q.. Returns should be sent in by early February, as the draw for East and West prizes will be on 16th March at the S.A.C. annual meeting.

Team Selection, World Contest:

Terry Beasley, M.S.C., chairman of the selection committee, reports that balloting has been completed. The result is:-

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|-----------------|-----------------|
| 1. C. Yeates | 7. G. Lockhard |
| 2. D. Webb | 8. M. Stoten |
| 3. W. Mix | 9. P. Mortensen |
| 4. J. Firth | 10. P. Tingskou |
| 5. W. Deleurant | 11. A. Boudreau |
| 6. E. Henderson | 12. S. Bienada |

The first three pilots have all advised that they are willing to participate at their own expense, so that it appears that we will be able to enter the top men chosen. At a recent meeting in Montreal, members of the selection committee, together with SAC president Walter Piercy, elected Terry Beasley as team captain.

It is expected that C. Yeates and D. Webb will fly in the open class, W. Mix in the standard class.

1968 Mail Election of Directors:

Proposals from clubs for the nominee for their region were required to be sent in by the end of December. Nominations are required so that a list of regional nominees will be available. Then all clubs in the region may vote for the man they prefer. If voting for regional directors is not completed by the AGM on 16th March, these directors will be elected by all clubs attending the meeting, so that the regions will lose their exclusive choice for a person to represent them.

Quebec Aviation Council:

This is a proposed new body to represent the particular needs of aviation in the province. This new organization will no doubt be similar to those existing in B.C. and Alberta. The organizers have invited groups to appoint regional representatives. It is thought that the representatives from S.A.C. could be drawn from different Quebec Clubs in rotation.

Commercial Gliding Schools:

The directors feel that such bodies should be members of S.A.C. in some manner, as S.A.C. is the authority which deals with F.A.I. awards in Canada. It is also desirable for gliding to have one voice in the country. This subject will probably be on the agenda for the March 16th meeting.

F. A. I. AWARDS

Approval for applications received in November and December, 1967:-

Gold Badge:

Steve Burany	Ka6CR	Mount Washington	SOSA
Deszo Kelemen	Ka6CR	Mount Washington	SOSA

Silver C Badge:

John C. Knowles	1-26	Rockton	SOSA
<u>C Badge:</u>			
John E. Nelson	2-22	Hawkesbury	M.S.C.
Fred J. Becker	1-26	Pendleton	G.G.C.
F. P. Hughes	1-26	Hawkesbury	M.S.C.
Branco Glavas	1-26	Hawkesbury	M.S.C.
J. D. Wright	Lspatz 55	Claresholm	C.G.C.
Stephen Bailey	2-22	Hope	V.S.A.
Thos. A. Reisner	1-26	St. Raymond	Q.S.C.
Douglas Winger	1-26	Rockton	SOSA
Hans H. Lucas	1-26	Hawkesbury	M.S.C.
Eric Matheson	1-26	Regina	R.S.A.

Altitude Diamond:

Deszo Kelemen	Ka6CR	Mount Washington	SOSA
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Gold C Distance:

C. Bonds	HP 11	Rockton	SOSA
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Silver Badge Leg

Hans H. Lucas	1-26 Dur	Hawkesbury	M.S.C.
D. C. Winger	1-26 Dur	Rockton	S.O.S.A.

SAC INSTRUCTOR'S AWARD 1967

C.F.I.'s are reminded that club nominations for this award should be sent in no later than February 15, 1968 so that the winner can be chosen in time for the March 16th S.A.C. meeting.

ACCIDENTS AND INCIDENTS

C.F.I.'s are reminded also that a list of accidents and incidents for 1967 should be sent to A. N. LeCheminant, Chairman of Accidents Committee, not later than February 15th, 1968, in order that a report may be made for the S.A.C. meeting.

D.O.T. REQUIREMENTS, COMPASSES AND ALL-UP WEIGHT

Terry Beasley has been authorized to approach D.O.T. on these two matters; whether a compass should be a mandatory instrument in training gliders such as the 2-22, and whether the max glider weight limit permitted for glider pilot licence holders can be increased to 2,000 lbs. from the present 1250 lbs. The weight change would enable such aircraft as the 2-32 to be flown without special endorsement.

S.S.A. INSTRUCTORS SYMPOSIUM

As chairman of the S.A.C. Instructors Committee, Walter Piercy attended this Symposium, held at Harris Hill, New York, on 25th November, 1967. Walter reports that S.S.A. members attending felt that regulations for glider instructors were much too severe in the United States. A report will be forthcoming in "SOARING", but a major problem is mentioned in Paul Schweizer's resumé of the weekend talks. "With the explosive growth of the soaring movement, it is becoming more evident every day that a serious shortage of instructors will occur. This is confirmed by reports from various clubs and commercial operators around the country. Approximately 100 new two-place sailplanes have been added to the U.S.A. Glider Fleet in 1967, and it is expected that even more will be added in 1968. It is estimated that each sailplane requires an average of $2\frac{1}{2}$ instructors, so it is quite evident that additional instructors will be urgently needed. If sufficient instructors are not available, then the level of instructing will fall, illegal training will be encouraged, and the soaring movement will adversely suffer from this."

(Paul Schweizer has been a consistent attender at SAC meetings for the last 10 or more years. Members will be pleased to know that he was married in November 1967. Ed.)

1968 "SOARING" CALENDARS

If a club member wishes to order a "SOARING CALENDAR" at the same time as the renewal of his 1968 membership, then an additional \$1.50 should be submitted to the S.A.C. Membership Secretary. The calendar will be mailed under separate cover to the individual.

1968 COST OF INSTRUCTOR'S MANUAL

We regret to announce that the cost of the Student Hand-out Sheets will be \$0.75 instead of \$0.50.

At present, the cost of the Manual remains at \$1.50, the Record Sheets 1½ each, and the Air Cards \$0.20 per set.

CLUB NEWS

This month we are pleased to hear from Vancouver and from the Lakehead. Both Clubs are small in number but are enduring in spite of difficulties. The tremendous enthusiasm of the Lakehead Club which helped build an airfield from the bush and whose members acquired and put up a hangar by their own physical efforts must surely serve as an example to us all. Larger clubs, which have a much larger potential, often find as they expand that the contribution per member tends to become lower. The Lakehead Club has given an example of what can be done. Let it prove a stimulant to others.

VANCOUVER SOARING ASSOCIATION:

There is not very much to report from here, and we are always very hesitant to report anything good, that might have happened, since a small Club like ours is never very far removed from total disaster.

With regard to the Abbotsford Airshow last summer I should point out, that you probably got it

mixed up with our own B.C. Centennial International Soaring Meet at Hope, B.C., on August 5th and 6th, 1967. We never had anything to do with the Abbotsford Airshow at all. The only Glider Participation at Abbotsford consisted of flights by Art Sellers in his 2-32, Kasper of Seattle in his BKB flying Wing and a Primary owned by Pete Bowers. Our own Airshow at Hope was more or less defeated by the weather, although we did award trophies for Duration and Spot-landing events, won by Peter Van Gruen and John Riely (Seattle) respectively. The over-all trophy was awarded on a points basis and went to Doug Barritt of Seattle, who came in a very close second in both events. This trophy was, like the others, donated by the B.C. Centennial Committee and is a welded copper sculpture of an abstract Icarus, mounted on a solid base of polished jade. It was created by the well-known Vancouver artist Gerhard Class, and represents a value of at least \$500. The B.C. Centennial Committee also paid for the three tow-planes as well as all other expenses, and we didn't lose our shirts because of the poor spectator turnout due to poor weather. The B.C. Centennial Trophy will be up for competition annually. No plans as to this years time and place have yet been made. The 1967 Meet was attended by 15 gliders with crews from as far away as Red Deer, Alberta and Sweet Home, Oregon. Unfortunately, we couldn't beat the weather.

Our flying statistics are being compiled by Vic Shobridge, and should reach you shortly. The Ka-8 is now owned by Jacke Brauer and a new partner, but is very probably going to be purchased by our Club within a month. Our 2-22 was damaged by strong winds while being tied down at Hope, luckily at the end of the season, it was covered by insurance and is still in the shop, but should be ready by the end of this month. My Phoebus (Standard Class) arrived late in the fall and was only taken out by me once for a total of four short flights off the winch. I am impressed with it's glide-ratio and penetration, but have had no opportunity to fly in a thermal yet. We hope, to start some flying in February at Art Seller's base at Fort Langley, 30 minutes from here. We plan to use his towplane, to check all our pilots on aero-tow. By April we should be back at Hope.

Our Annual General Meeting takes place on the 30th of January. Besides election of new officers, the proposed purchase of the Ka-8 is going to be on the agenda. Our fairly successful training-operation is going to be further stream-lined, using S.A.C. Instructor's Manual & Student Hand-Out Sheets, and fullest utilization of Club-equipment is again going to be a major goal. We are hoping to provide members with the possibility to acquire their Silver Badge in Club-equipment this year. Membership at this time is around 30, and should grow to about 50 by the middle of the season.

I really hope that the Alberta Soaring Council is going to succeed in it's efforts to host the 1968 Nationals at Red Deer, Alberta. A very large turn-out of western pilots would be guaranteed, myself included, and the country there is even better for Soaring Meets than Regina.

- Peter Timm -

WINNIPEG GLIDING CLUB

President's Report:

This is a very happy moment for me; I am now able to announce that at last we have become land owners! This purchase brings us into stage two of our development program. Stage one was, of course, the updating of our equipment in the acquiring of the 2-22, the 1-26 and the Stinson L-5. Our next move will be to erect a hangar to PROTECT our investments!

As everyone knows, the rapid growth achieved by our Club in the past two years was initiated by the Club's expansion policy and assisted greatly by the beauty of the sport and our relatively

low flying rates. To ensure continued growth and to maintain our rates it is necessary for every-one of us to talk up the sport to anyone and everyone who will "lend an ear". With the training policy of the executive being further expanded by our aggressive new CGI, Norm Dyck, it is apparent that a large number of new members can be trained from ab initio to competent solo pilots in 1968.

Congratulations to the two new syndicates who have acquired sailplanes recently. Keats, Kerr, Layton, Eley and McArthur - a Bergfalke II and Al and Merle Jamieson - a Fauvel AV-36.

- Dave Tustin, President -

Membership and Flying Report:

The inevitable fall weather has finally caught up with us and brought a close to the '67 gliding season in Manitoba. And this Centennial Year has proven to be an unparalleled success for the WGC. Back in the May issue of Sock Talk, I went out on a limb and predicted a total of 1500 flights for the year. Well even this optimistic estimate has been surpassed with a total of 1700 flights for 507 hours 18 minutes logged in the air.

This was once again a year devoted to expansion with over 1100 training flights logged in the two-seater. A large part of this success was due to evening flying which once again proved very popular and effective. Some weekday flying was also scheduled as shift workers took advantage of their free days to fly when the load on the gliders was not as great.

It is hoped that next year we will be flying six evenings a week as well as one weekday on a regularly scheduled basis. This will reduce the training load and allow more solo flying on the weekends as the number of solo pilots and privately owned gliders continues to increase.

As more and more students soloed, the waiting line for the 1-26 increased and this ship was putting on over 100 flights per month, the latter part of the summer. Congratulations and the best of luck to the seven 1-26 pilots who got tired of waiting in line and formed syndicates to bring in two new gliders.

We now have twenty-four new solo pilots in the Club with seven gaining their "C" badges. There were seven Silver "C" legs - one Gold "C" leg - one Diamond and one Silver "C" completed during the past season. Next year it is expected that many of these pilots will apply the skills and experience gained during the past year to cross-country flying.

During the late summer, membership was closed as we had close to forty students. However, we are now ready, willing, and able to accept new members. In fact, we will give them a free membership for the remainder of the year. A \$40.00 flying membership taken out now will be valid until January 1969 so tell your interested friends and acquaintances about this "deal".

Although the gliders are safely hangared for the winter months this will not bring an end to Club activities for the winter, as there is maintenance work to be done as well as several social functions and a winter ground school starting early in February. The ground school will cover all the theoretical subjects required for the D.O.T. glider pilots' exam as well as "tips" on soaring, and a number of excellent soaring films taken throughout the world.

For all you aspiring Silver "C" pilots, who are short on cash but willing to spend time on repairs there are two gliders available here in Winnipeg that are easily capable of Silver "C" performance that are looking for owners.

TOTAL GLIDER TIMES:

<u>1967</u>	<u>1966</u>	<u>1965</u>
1700 flights	854 flights	369 flights
507 hrs. 18 mins.	255 hrs. 55 min.	151 hrs. 24 min.

- Bob Lancaster, Membership -

OUR NEW FIELD:

In the past couple of years it has been the feeling of the directors that if the Club was to survive and succeed it was most important that we secure a field of our own. Only then could we have the necessary facilities such as hangars, club room, and (not forgetting another very important element in our Club), a place where the whole family could come and also enjoy the day.

So after the driving of several hundreds of miles and the looking at countless acres of land within a reasonable distance of the City, I believe we now have the ideal location. Tell me what other club in Canada will be able to offer its members boating, water-skiing, swimming, fishing, ideal camping grounds with huge oak and elm for shade, and listen to this fellows, duck hunting in the fall too? Paul Tingskou thinks it might even be an ideal place to do some soaring from, so all you cross-country pilots get out those maps and start plotting those courses.

The field consists of approximately 49 acres, bounded on the north by paved highway No. 4, and on the south and south-westerly side by the Assiniboine River and is ten miles west of Headingly on No. 4.

It is the hope of the directors that the necessary levelling and seeding of the runway and tie-down area can be completed this fall along with a general clean-up of the proposed camp and building area. There'll be lots of work for everyone. When winter comes, building items such as picnic tables, lawn chairs or perhaps even an out-house would be an ideal project.

I have found that in talking to the people in the different areas that most would be happy to have us located in their community, so let's not forget the good neighbour policy and make every effort to keep our relations in the community on a friendly term basis.

There will be some regrets about leaving the Birds Hill area, for there we have enjoyed one of the most successful seasons ever, but I am sure that once the grass grows green and we get established in our new location that as President Dave puts it "the only limitation to development is imagination".

There is much to be done but I am sure with your help and cooperation it can be accomplished. Remember it is your Club and it's continuing success and future depends entirely on you.

Enough said — let's get to work.

- Vern Keats, Vice President -

C.F.I.'s REPORT:

I would like to take this opportunity to extend congratulations to all the new solo pilots and to those pilots who have completed the requirements for their licences. When you have completed your twenty solo flights, remember to turn in you log book for certification and obtain your letter of recommendation before going to D.O.T. to write the exam. As most of you probably know, the Club has its own exam and it is suggested that this exam be written before the D.O.T. exam is attempted, since it will give you a good indication whether or not you are ready for the D.O.T. exam.

As you continue to build up time and experience, you will probably, as most pilots do, reach the stage where you feel that a sure way to demonstrate your ability is by landing short on the takeoff spot, doing steep turns at low altitudes, etc. Don't! Such a desire will sooner or later end in an accident. The best pilot is the one who takes his time doing a pre-flight inspection,

always does his "Sister C" check before takeoff, flies the circuit in the proper manner, consistently makes smooth landings a safe distance down the field and resists the temptation to show off.

My thanks to all the Instructors who gave so freely of their time. Without your assistance we would not have had this record year. Thanks again.

- Norm Dyck, C.F.I.

ON BUYING A FAUVEL:

My first view of the Fauvel was a picture at which I laughed, the thing had no tail - it had to be a joke. However, after convincing me it was a real sailplane, my husband Allan produced an advertisement offering one Fauvel AV-36 for sale. The decision was then made to at least have a look at this Fauvel in Prince Albert, Saskatchewan.

That's why at 6:30 A.M. on October 22nd, Norm Dyck, Paul Tingskou, Allan and myself groped our way to the Musketeer and after being "assured" of the weather we headed for Prince Albert. Fifteen minutes in the air and a voice crackled over the radio "Don't let those Jamiesons back without buying the glider." It was Dave Tustin hard at work controlling traffic, selling gliders, etc.

Some four hours later, we arrived safely at the Prince Albert Airport where the Fauvel was stored. Mr. Steinhilber, (the former owner) was on hand to meet us. Within five minutes of introduction, Paul and Norm were busy grilling him on construction, performance, modifications (in writing) and instruments.

The Fauvel is very aptly called the "flying wing". Picture two wings joined by a cockpit and that's our sailplane. There's no tail but there are two rudders to make up for that missing part. Visibility is excellent because of the shoulder wings and once you're seated in it -- what difference that there's no tail?

It is a medium performance craft; L/D24:1, spinproof and fully aerobatic. One complete turn requires nine seconds as compared with eighteen in the 1-26. A slight landing problem has been solved with the installation of a nose wheel with a small skid at the rear.

Our flying wing is fully equipped with an airspeed indicator, altimeter, rate of climb, total energy variometer, electric barograph (with paper), compass, parachute, blown canopy, trailer and a terrible paint job. Three men can easily lift it on the trailer after an out of field landing. This is a real convenience for me as I expect to make several landings away from "home-field", mostly unintentional, I imagine.

The longest recorded flight in a Fauvel was 322 miles in France by Mr. Nessler. Each year Mr. Fauvel awards the Survol Trophy for the best flight in a Fauvel. This is an International Glider Pilots competition.

On the week-end of November 4th, we drove to Prince Albert to retrieve our glider, (1100 miles round trip -- may we have another like it some day). We completed the transaction and hitched the trailer and glider to our car. Mr. Steinhilber's last words were "Please don't crack it up". So, feeling very much like "glider-nappers" we started off with Mr. Steinhilber following closely. On leaving Prince Albert the last thing we saw was his car parked on the edge of the highway.

Remarks heard on the trip home:

"What in the h--- is that?"

"Closest I've ever been to a glider."

"Is that part of a plane?"

"Oh yes, I've heard they really fly those things."

"Where's the rest of it?"

"I told you they were towing an airplane!"

Our car was reluctant to travel faster than 60 mph almost as though it resented the newcomer to our family. Even so, it took most people several minutes to pass -- they probably couldn't believe what they saw. Fortunately, there were no accidents and we arrived home at 2:00 a.m. November 5th.

At 11:00 a.m., with much help, we were readying the wing for flight. Paul very kindly (bravely?) consented to test fly it for us and, after strapping on a parachute and taping up the air vent he was towed aloft. All our thoughts were with him as we realized that if he didn't undo the tape the canopy would fog up and our glider isn't equipped for instrument flight. After release, Paul executed many neat turns and landed it smoothly.

Next, it was Allan's turn and after receiving directions from Paul on what to do during take-off, flying and landing, he was towed away. A few bounces and he was in the air.

And then my turn -- I was naturally nervous and strapping on a parachute (do they really weigh a ton?) did nothing to calm me. A few bounces down the runway and I'm off. I really enjoyed the tow -- the wing is very stable because of the tow rope attached to each wing and meeting in a V in front of the nose. Just before releasing at 2,000 I realized that no one had told me how to work the chute -- that's one way of making sure I don't panic and bail out. After release, I tried several turns -- all of them sloppy but I didn't care -- I was happy.

I made a beautiful landing -- 10 feet in the air. On the ground everyone was wondering if I'd make it down in the length of the field. Really, it floats wonderfully! Finally, I settled to the earth and then sat waiting for help to get out of the seat. I couldn't get out with the chute strapped on. Rather an inglorious ending to a marvellous flight.

Norm Dyck's comment after his flight was to call the Fauvel "a souped-up Cherokee". As he was skeptical at first we're assuming he now considers it a proper sailplane. Well, Norm?

In closing, Allan and myself would like to thank Paul Tingskou and Norm Dyck. Without their help we'd still be wondering.

- Merle Jamieson -

CELEBRITY OF THE MONTH:

JEFF TINKLER -- It takes all kinds to make the W.G.C. and Jeff is no exception. He left the BRISTOL GLIDING CLUB in England just to come here to join the W.G.C. A Professor of Mechanical Engineering at the University of Manitoba, he has a share in a syndicate which owns a Slingsby Eagle two-seater Tandem. This share is for sale now and anyone interested may look at the ship by taking a trip to the Bristol Gliding Club in England.

FOUND: ONE BERGFALKE:

"Telephone for you Gerry," the secretary advised me, and I picked up the 'phone to my introduction to the exhilarating sport of gliding. It was a call from Dave Tustin, President of The Winnipeg Gliding Club, requesting information about a towplane the Club wanted to

purchase; we all know it as CF-STC, a Stinson L-5. I agreed to look after the maintenance and do some towing, and then decided that it looked like real sport to sit in an unpowered bird and stay aloft for longer than it takes a weighted brick to fall to earth. So I thrilled to my 'first flight; my subsequent flights earned me my solo, and finally the arrival of my Glider Pilot Licence.

During the latter part of the season I became envious of the owners of private gliders, and began considering the purchase of the share in the Cherokee owned by Ed Cooke. An advertisement in the Soaring magazine caught my eye and a 'phone call to Saskatchewan brought me close to the purchase of the Fauvel AV-36 now owned by Al and Merle Jamieson. One night a group of the club members were in the lounge at the airport discussing the merits of various gliders when Mel Kerr produced a dossier on the Bergfalke II, CF-UVO, for sale in Vancouver.

"Wonder who is interested in forming a syndicate and purchasing it", questioned Mel, and within the space of thirty minutes we had decided that this was the glider for us: Mel Kerr, Vern Keats, Key Layton, Joe Eley, and myself. We placed a call to the owners and arranged to meet them in Calgary Saturday afternoon to consummate the purchase. We were anxious to get moving, but it was only Wednesday night, and as we all work for a living, it was decided that Mel and I would leave Friday after work for the drive to Calgary.

Departing from Winnipeg at 21:00 hours in Mel's wagon with snow tires, shovel, sandwiches, drinks, mattress and sleeping bag in the back, we were prepared for the worst and the worst came at a point east of Regina when we ran into rain, then snow that turned our eyes bleary, red and cross-eyed as it came over the hood and hit the windshield, and then smack right into the fog that plagued our vision until the dawn, when the rising sun burned it off.

After gas stops along the way, we pulled into McCall Field in Calgary at 10:30 a.m. Mel went to his brother's and I to my sister-in-law's, where we both took a little rest and awaited a call telling us that the boys from Vancouver had arrived. After the call came and we arrived at the airport we were greeted by Bob Munroe, one of the owners who briefed us on loading, unloading and the details of erection of the Bergfalke. Bob was very helpful and I might point out that up to this point there had not been the exchange of so much as a penny which shows the complete trust that a fellow member of the soaring fraternity had in someone he had only talked to by telephone. We said farewell to Bob and after hooking up the trailer lights we once again hit the road, leaving Calgary city limits at 21:00 hrs.

The trip home was an enjoyable one, Mel and I spelling each other at the wheel and taking naps in the sleeping bag. The miles slipped away and the dawn came on Sunday morning, a beautiful day for driving with the trailer following us like a little puppy at speeds up to 65 mph. We did have one tire give up on us due to a misaligned spindle on the trailer and we searched Regina at 02:00 for a replacement. After repairs we were once again on our way and reached home at 14:00 hours Sunday — after 1674 miles, 122 gallons of gasoline and 51 hours elapsed time.

As Monday was the long weekend holiday we assembled our new glider at Birds Hill with the much appreciated help of some other members, and within an hour or so Joe Eley was elected to try her out on the first flight, and everyone managed a trip or two that day. We logged a total of 42 flights in the period October 9th to October 22nd, when we put CF-UVO away until the start of next year's glider season.

We are all thrilled with the performance and handling of the Bergfalke and look forward to many a record flight with silver, gold and diamonds on the horizon for the whole crew. The satisfaction of being a shareholder is beyond words and it is my contention that there should be many more privately owned gliders in the Club with the coming years, especially in view of the acquisition of property for our own gliderport and recreation area.

For me, this isn't the end, but the beginning of gliding and the hours of pure fun and enjoyment in our BERGFALKE CF-UVO.

- Gerry McArthur -

LAKEHEAD GLIDING CLUB

Our flying season was short this year due to our Centennial Project but the flying was good and we acquired two new active members.

In June, we joined forces with the newly formed Kakabeka Falls Flying Club to clear bush and open up a new flying site $1\frac{1}{2}$ miles for our old site at Kakabeka Falls. We built a road into the site and cleared bush for a runway 150' wide by 3000' long. All the heavy equipment for this project was donated by local contractors and operated by our members.

In September, the Gliding Club started its own Centennial Project at the new shiny metal hangar - 50' x 100' x 25' high. Our costs for this \$15,000.00 hangar were reduced to \$3,000.00 by the sweat and blood of our members and their excellent abilities for begging from local merchants.

Charlie Pastor, a young member of long standing, started building a Tern in his basement and hopes to finish by 1969.

Our Membership has been reduced to a hard core of 8 active members - many leaving us for other provinces. But we don't give up!

We are looking for a companion for our faithful 2-22C. Any offer of a two-seater high-performance plane would be welcome.

- Joe Zirnsak -

VERMONT ADVENTURE

Friday morning: Last minute preparations, more heavy underwear, gloves, socks, hopeful of things to come. The car seems to be running O.K. and one more look in the trailer confirms the K-8 is still snugly tucked away. We pull out onto the highway and wait for Roy (Grey) who is coming down from Brantford with his Ka6. For the next 500 miles we shall be travelling together as a glider caravan. Eastward it is and after endless hours through wind, rain, and night we reach our exit on the Thruway and head north. What's that up ahead? It looks like a 126 on a trailer. Indeed it is it's John Macone, the man who runs the Gold and Diamond mine known as Sugarbush Soaring. He's on his way home with a brand new ship. What's the wave like John? Nothing spectacular so far but as soon as this mess goes through it should be fine for tomorrow. We'll find out in the morning, see you later.

Onward ever onward: Dark, rolling countryside, small sleepy towns nestling among the hills. The stars are trying to come out but it's time to call a halt for the night and make an early start in the morning.

Next morning we dash to the window. What a sky, clear cold blue, streaked here and there with wind torn cumulus that come shooting over the mountain tops. Must be at least 25 from the North-West. Let's go. Beautiful scenery in all its autumn colour with two long silvery trailers snaking their way north on a road that seems to follow every twist and turn of the river. It's 10 o'clock and we are getting closer.

There's the sign "Airport" hard right and up we go over a bumpy winding track, there's the field, we made it. Dick Ballinger is already there so it's a quick hello and on with the assembly. No wave has been reported but Roy takes a tow and quickly disappears toward Sugarbush Mountain, I'm next. My first tow out of this field is to the North over some trees, some trees? It's a small forest. Quick glances to right and left, yes I could make it into that field in case of a rope break.

Where the heck is that tow plane, follow him - Up: Down: Left: Right: 1000 FPM Up; 1000 FPM Down, this must be the Rotor. The tow plane waggles his wings, surely he doesn't mean me to release in this turbulence, oh well he's the boss. Slow through the up and fast through the sink seems to be the thing to do, 5 minutes and 500 feet later I seriously begin to doubt this theory. Drastic action is needed, perhaps a little more up wind will do the trick, let's give it a try. That's better, the ups are a little more frequent than the downs. We are slowly gaining height when thoomph we hit the wave. Silky smooth and unbelievably quiet after all that rough bouncing around. The needles stop their crazy girating and settles down to respectable values like 800 FPM up and 40 MPH. Point the nose into wind and check the drift over the ground. Move a bit upwind, then down wind, then upwind again. Still good lift but less than before, I must be in the secondary wave. At 6000 feet I decide to risk it, push forward out of my 200 FPM up to reach the primary wave. The sink is frightening 1000 FPM and still increasing, fly faster, 80 mph, 85 mph. Sugarbush Mountain is growing larger very quickly in front of me but finally this sickening elevator ride into the basement slows down and the Vario needle swings to the sunny side of the scale -- this is the Primary wave alright.

500 - 800 - 900 FPM UP, this is it, get into position for maximum lift, fly at minimum sink, keep position in relation to the ground and watch out for clouds forming below, that's what the experts say. 6000 feet going by, 8000 feet going by, 10,000 feet coming up, could this be it? I need about 14,000 feet above the ground to claim Gold height. Keep it going, lift only 600 FPM now. Far out in the West Lake Champlain lies glistening in the bright sunlight. The Green Mountains below appear as mere wrinkles on the earth's surface. 12,000 feet and still going up. Almost straight above me a white immobile speck in the dark blue, must be Roy in his Ka6 trying for a Diamond.

By slowing down to just above the stall speed I can hear the barograph ticking, I hope it makes a trace. 14,000 feet that should do it. Far below me another sailplane skims along the flanks of Sugarbush Mountain, from my vantage point he seems to be just above the tree tops, he's probably several thousand feet above them. Almost 16,000 feet and still going up at 200 FPM, don't push your luck too far. A lazy wing over, open the brakes and down we go like a hawk on a little bird, in this case a 1.23. The ground comes rushing up at a terrific rate. At 8,000 feet I check my downward plunge to fly a few liesurely circles around the 1.23, someone wearing a red cap waves at me, I wave back and our ways part.

The air seems much heavier and warmer than a few minutes ago, almost syrupy. Coming down to mountain level now it's getting bouncy again. A pass over the field, check the windsock, check traffic and enter the circuit with plenty of speed. Touch down, roll out and it's all over. I climb out of the glider only to stick my head right back in again. The barograph; a perfect trace, the proper ending to an exhilarating flight.

- Hal Werneburg -

As a closing note, Hal claimed Gold Height for this flight and was awarded it. Roy unfortunately missed his Diamond by a very small margin although he did get it later I believe.

- Jack Rogers -

As mentioned in the last issue of Free Flight, Hal has taken on the dealership for Phoebus Sailplanes.

NEW ZEALAND NEWS

From the Gliding Kiwi, we gleaned the following: For the World Competition, Ken Livingstone, U.S. representative for Edelweiss Sailplanes, has written to say that the French team will fly 17.5 m. Super Edelweiss Sailplanes in the open class. This machine is a development of the standard class Edelweiss which was first in its class at South Cerney in 1965. It will have camber changing flaps, retractable gear, and a vee tail. Construction will be in sandwich honeycomb plywood as in the standard class ship and it is expected to have a high speed performance equal to the AS-12 or BS-1, and to be able to climb better than these ships.

New Zealand Competition Pilots:

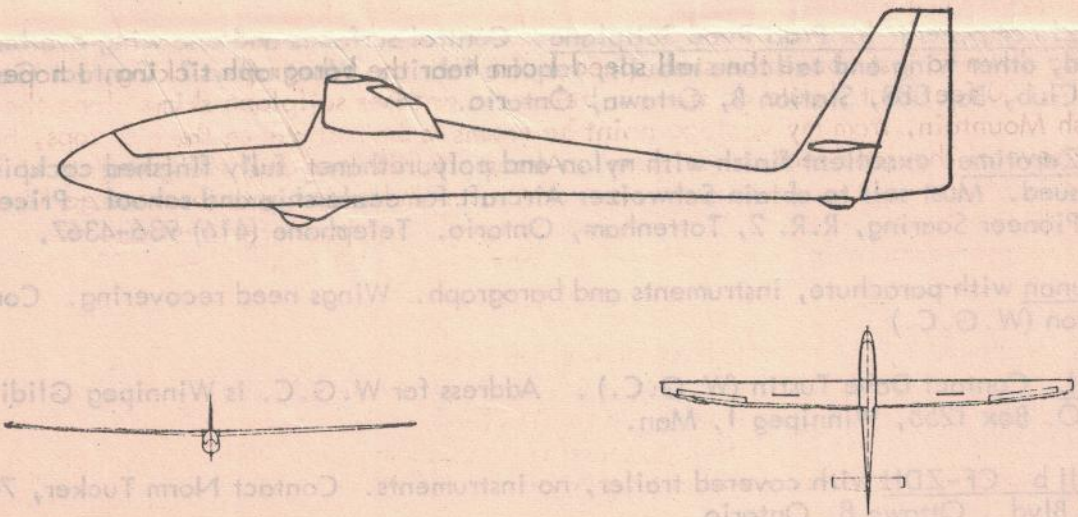
Ross Reid and Tony Fowke will fly Ka6Es in the standard class, while Alan Cameron will fly a Cirrus and Peter Aginbotham a 17m. Phoebus in the open class.

Sad Note:

Due to devaluation, imported sailplanes from Europe will now cost 20% more. But Edmund Schneider (Grunan Baby Designer) may be able to supply gliders made in his Australian factory.

Big expansion at Poppenhauser:

Again from New Zealand, we read that the demand for improved performance sailplanes is such that a big expansion programme is presently being undertaken at the Schleicher factory in W. Germany. As reported in "SOARING", a new standard class machine in fibreglass will come off the production line in early 1969. The AS-W 15, designed by Waibel is shown in the drawing.



ON THE WAY UP

Paul Tingskou (W.G.C.), writing to Terry Beasley, says he felt it a great honour to have been nominated to the seeded list from which pilots are chosen for the World Championship. He says, however, that few of his hours were gained in competition, but most "were accumulated watching dandruffs from the back seat". Since the BG-12 was finished in 1966 things started to improve, with 640 miles of cross-country in 1966, and 1528 miles in 1967. He is planning to do a lot of cross-country work in the coming season, triangles and out and return flights, as with 11 other instructors in the Club, there is less obligation to instruct. Paul says there are two terns under construction in Winnipeg. In the W.G.C. "we have a wonderful enthusiasm here and a terrific bunch of pilots. This year (1967) we managed to solo 24".

Cirrus News:

Charlie Yeates was informed that 10 Cirrus Sailplanes have been completed, with only a few detail changes from the 2nd prototype. Charlie will take delivery of a Cirrus in Germany and will fly it in Poland.

U.S. Mounts for British:

The magazine "Sailplane and Gliding" reports that the British Team will fly Stingsby built HP-14's in the open class and special Wortmann Darts in the standard class in the forthcoming World Competition.

FOR SALE

1965 LSpatz 55, serial No. 778. Instrumentation includes: electric turn and bank, PZL sensitive airspeed, PZL sensitive total energy vario, cook electric total energy vario, sensitive altimeter, etc. Complete with trailer. Price \$3,500.00 or best offer. Operating with S.O.S.A. Contact D. A. Brown, 11 Norbly Crescent, Scarborough, Ontario

Ka8 Kit built, two years old, complete with trailer, parachute and instruments, which include A.S.I. sensitive altimeter, B.S.W. vario with audio, electric clock. Price \$4,000.00. Contact W. Hallen, St. Mathieu, Co. Laprairie, P.Q.

Pratt-Read components for Pratt Read Sailplane. Control surfaces and one wing overhauled and recovered, other wing and tailcone rebuilt, require fabric. What offers? Contact Gatineau Gliding Club, Box 883, Station B, Ottawa, Ontario.

BG-12B Zerotime, excellent finish with nylon and polyurethane, fully finished cockpit, flight permit issued. Must sell to obtain Schweizer Aircraft for dealership and school. Price \$3,500. Contact Pioneer Soaring, R.R. 2, Tottenham, Ontario. Telephone (416) 936-4367.

Baby Grunau with parachute, instruments and barograph. Wings need recovering. Contact Paul Sutton (W.G.C.)

Cinema II. Contact Dave Tustin (W.G.C.). Address for W.G.C. is Winnipeg Gliding Club Inc., P.O. Box 1255, Winnipeg 1, Man.

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

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