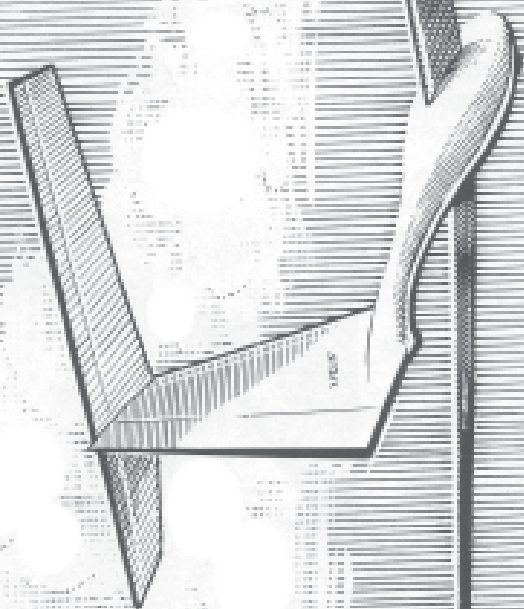


free flight

3 May/Jun 81



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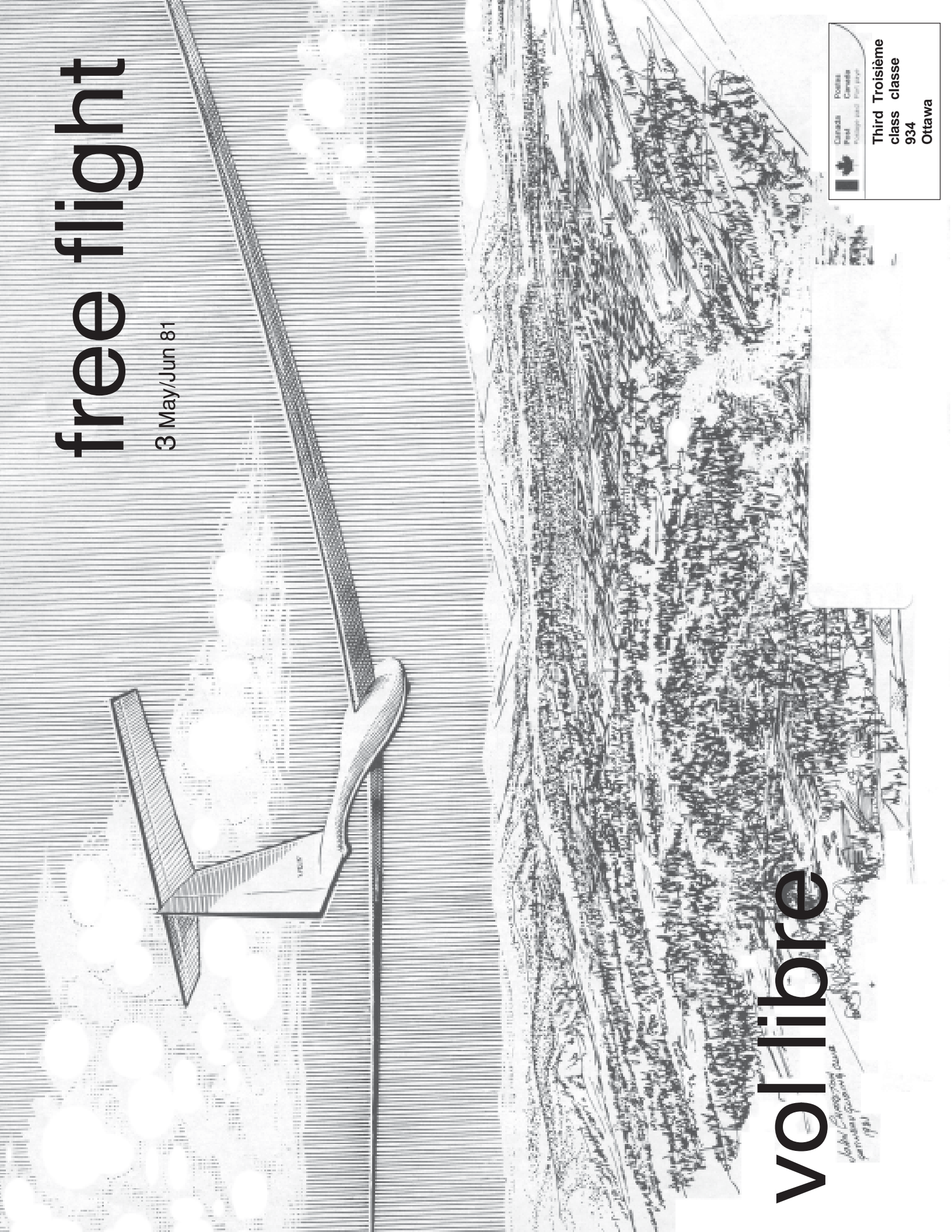
Aviation Canadienne
Association of Canadian
Pilots
1981

Bob McNeil
1981

Canada
Post
Canada
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Ottawa



President's Notes:



The SAC Board of Directors has recently received a number of letters from clubs and individuals expressing concern about rising costs — in particular the cost to the individual member of belonging to this national organization. At a time when “value for money” is becoming an increasingly important factor in the lives of all Canadians (due to “the severe inroads being made on the availability of discretionary income” the words of a letter from members of the Gatineau club), the SAC Directors are naturally concerned to keep the costs as low as possible while attempting to make the SAC an efficient and effective organization.

A related concern expressed in a letter from the Rideau Valley club is how realistic the SAC budget is in terms of predicted SAC membership for this year. A deficit in membership will clearly result in a shortfall in budgeted income. We know some individual clubs are concerned about declining memberships and have specific plans to remedy the situation. We have an attractive (and yes, expensive) sport to offer. Good publicity and the enthusiasm and commitment of existing club members and

instructors can rapidly build stronger clubs.

Has your club obtained its “Media Publicity” package from SAC yet? An important potential source of income to SAC which we have so far failed to utilize but are now exploring is the selling of our sport to the public. One example is the planned large scale distribution of calendars next year. (Have you sent your best pictures of the season in yet? Results and rewards from such long term efforts are not likely to be seen for awhile. However, I believe that in the next year or two we will see the benefits in terms of reduced costs to members.

An additional expense about which we also hear murmurings is the high insurance premium that most of us pay. A minimum amount of research shows that our rates are not in fact high compared to other soaring countries, and that it certainly isn't the insurance companies who are benefiting. What is of great concern to me, however, is that behind high insurance rates lie accidents, and acts-of-God. In the second group are the results of hail damage and wind blow-overs, both of which resulted in extensive claims last year. Many clubs, in all parts of the country, have lost aircraft that have supposedly been securely tied down in blow-over incidents. Are we not learning from the mistakes and misfortunes of others? It appears not. Let us find a way of doing so.

While “acts-of-God” are, by definition, not preventable (though the consequences often are), the other kind of accident is — that is the kind where a pilot makes a series of errors leading to an impact of aircraft with the ground or with other aircraft. The same mistakes are being made over and over (by different pilots, of course), and yet we are not learning from them. Perhaps we need a means of communication like the excellent Transport Canada “Aviation Safety Newsletter” whose very appropriate motto is “Learn from the mistakes of others; you'll not live long enough to make them all yourself”. True. We must not let ourselves fly with our “it can't happen to me” blindfold on. Let us fly knowing that it can happen to me, but I can and will fly in such a way that it won't. If we all do that, the Safety committee will thank us, the Insurance committee will thank us, so will the Board of Directors, and every member of SAC whose insurance premium won't go up next year!

About the time you read this, our national Team will be heading for Germany. Recent good news is that the Federal Government has provided relatively generous financial support for the team. We have good ships available, good pilots and a good back up team. We wish them every success.

Fly safely,

A handwritten signature in dark ink that reads "R. W. Flint". The signature is written in a cursive style.

President

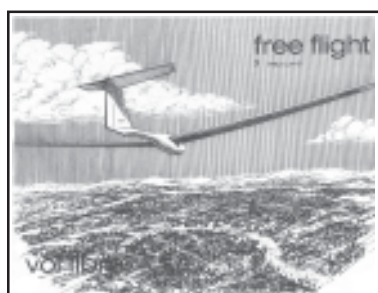


free flight

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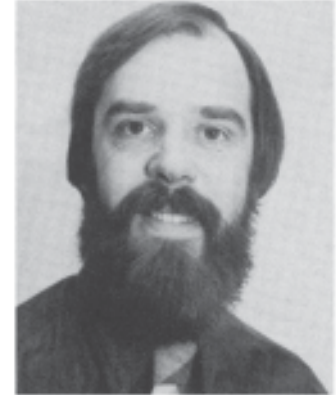
The Journal of the SOARING ASSOCIATION OF CANADA
Le Journal de L'ASSOCIATION CANADIENNE DE VOL À VOILE

- ☞ **President's Notes**
by R.W. Flint
 - 2 **Canadian Team '81**
 - 4 **Opinions**
 - 5 **Annual General Meeting '81**
by George Graham
 - 6 **More Canadian Team News**
by Al Schreiter
 - 7 **Airspace Freedom — Outlook Hopeful**
by Dave Tustin
 - 8 **An Aviary of Gliding Types**
by Eric Newsome
 - 9 **Keeping the Students**
by Ian Oldaker
 - 10 **Executive Director Notes**
by Jim Leach
 - 10 **FAI Badges**
by Dave Belchamber
 - 11 **Glider Fly Day**
by Chick Silliphant
 - 12 **Canadian Soaring Records**
by Russ Flint
 - 14 **Hot Ships & Technical Notes**
 - 14 **Sailplanes with Canadian Type Approval**
by Jim Henry
 - 15 **Dream Cockpit**
 - 16 **Western Basic Instructors School**
 - 16 **AIP Canada Amendments**
by Ian Oldaker
 - 19 **Safety Column**
by Eric Newsome and Ivor David
 - 21 **Club News**
 - 22 **Hangar Flying**
 - 23 **Directors and Officers • Committee Chairmen**
 - 24 **Member Clubs**
 - 24 **Coming Events**
 - 25 **Classified Ads**
-



Cover

This month's cover is a work of John Charlton who titles it "Going Home", and symbolizes every X-country pilot's fond dream of many final glides.



The SOARING ASSOCIATION OF CANADA
l'Association Canadienne de Vol à Voile

is a non-profit organization of enthusiasts who seek to foster and promote all phases of gliding and soaring on a national and international basis. The ASSOCIATION is a member of the Royal Canadian Flying Clubs Association (RCFCA), the Canadian national aero club, which represents Canada in the Fédération Aéronautique Internationale (FAI), the world sport aviation governing body composed of national aero clubs). The RCFCA has delegated to SAC the supervision of FAI-related soaring activities such as record attempts, competition sanctions, issuance of FAI badges, and the selection of a Canadian team for the biennial World soaring championships. free flight is the Association's official journal.

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Deadlines
10th day of every 2nd month
Limite pour publication
le 10 chaque deux mois

Jim, a graphic designer with his own company in Toronto, started flying in 1956, age 19, at Toronto Gliding Club (latterly SOSA) which in those days was based in Brantford, Ontario.

He flew all three legs of his Silver C in 1957 — his 50 km from Brantford to Buttonville in a 1-26, his Gold C followed in 1968, as did his Diamond goal and distance.

Jim flew his first of many contests in 1958 when he came 9th in the Canadian Nationals in the same 1-26, (CF-ZCO). There were some 25 competitors.

There was a dry period between 1963 and 1972 when he flew no contests due to lack of a trailer for the HP-11 that he had built.

In 1972 Jim had bought an H-301 Libelle "with the intent of winning the Nationals". Going into the last day he trailed Hal Werneburg by some 200 points. Setting off last to chase Hal and the others, he was surprised not to catch anyone on course. He was also surprised, pleasantly so, to come home to an empty airfield. In his determination to catch Hal, he had flown straight on course through some poor weather where everyone else, it turned out, had flown "off track" to the better weather. Jim won the day and scored the necessary 200 points to win his first Canadian Championship.

Actively competing in the Canadian contest from then on, Jim won in 1975 (Claresholm), came second in 1973 (Winnipeg) and 1979 (Arthur) and 4th in 1980 back at Claresholm. During that time, a fourth place in a US Regional at Chester, South Carolina and three World Contests for Canada in Australia (21st), Finland (28th), and France (6th) have given him a wealth of contest experience,

Jim's best finish in world contests is a second in France. He remembers France for "Getting away three times from 300 feet" (once on a practice day); eleven contest days; flying ninety hours in three weeks and being bushed at the end". From Australia he remembers failing to complete a 707 km triangle, landing about 100 km short after 9-1/2 hours flying!

Jim now has an ASW-19 (the same type that he will be flying in Germany) and recently bought himself a Lazair Microlight aircraft. He belongs to York Soaring and flies out of Arthur, Ontario. He now has 1300 hours, has flown 30 types from twenty odd sites.

Jim, whose passion for flying remains as strong today as when he first flew will have Jim Oke from Winnipeg and Rick Matthews from Calgary to crew for him. □

Paul is thirty two (last time he counted), lives in Toronto and is a lecturer and researcher in the chemical engineering department of the University of Toronto. He holds a Ph.D. and M.A. from Cambridge University, England. Paul came to Canada in 1975 to do a post-doctorate at the University of Western Ontario. Paul became a Canadian citizen in 1979.

Paul started gliding in 1966 at Cambridge University Gliding Club. In 1969 he obtained his Silver C and flew both legs of his Gold C the following year.

In 1975 he completed his second Diamond when he flew a 509 km triangle in a Dart 17R. He finally completed his Diamond badge when he had a 22,000 foot height gain at Mt. Washington in 1979.

Paul started his contest career in 1973 in the UK Western Regionals where he placed 3rd in a Dart 17R behind such luminaries as Ralph Jones who won the contest in a Nimbus. In 1975 he flew the British Nationals again in the Dart 17R and came 5th in the Standard Class behind three fibreglass ships and the new British squad member, Chris Rollings, in a Ka6.

The Canadian Nationals at Hawkesbury in 1977 marked his third contest and he came 4th in a Ka6CR behind Hal Werneburg (Std Cirrus), Wilf Krueger (Std. Libelle) and Dick Kirschner (LS1).

Paul's first placing in the Standard Class, in a Std Libelle, in the 1979 Canadian Nationals at Arthur and the 1980 Canadian Nationals at Claresholm are recent history, and have done much to strengthen his claim to a place in the Canadian team.

He has 950 hours on 26 types from about 25 different sites in the UK, Austria, Canada and the States. He has belonged to London Gliding Club and is now a member of SOSA.

Paul's crew in Germany will be his girlfriend, Meg Treen, and the West's mighty Mike Apps. □

TEAM '81



For the third time Hal Werneburg, FAI Diamond Badge #22, will be representing Canada in the World Gliding Contest.

Hal was born in 1939 in Hannover, West Germany and immigrated to Canada in 1956. Five years later he discovered his passion for gliders and learned to handle the controls at SOSA. As a beginner, he acquired a 1/3 share in a K8 with Peter Trounce. This new partnership held through a K8, Std. Cirrus and Mini-Nimbus, and they were a great pilot/crew team at many contest sites in Canada and the USA.

Hal is a well-known figure on the international level, first through his crewing in Marfa, Texas (1970) for Wolf Mix who came 4th in the Std. Class flying Hal's Std. Cirrus, and in Waikerie, Australia (1974) for John Firth.

This winter Hal moved to Calgary, thrilled by the year-round sunshine and the booming updrafts over Alberta's prairie land. When he is not in the sky you may find him working as an electrical technician at ElectroTek Ltd. in Calgary to earn a living.

Here is his soaring score sheet:

- 1965 First Canadian Contest — Junior Champion
- 1966 Canadian Contest in Regina with Peter Trounce, Team Champions
- 1970 Entered every Canadian Nationals and several Eastern Regionals
- 1980 Winner in Regionals, several Standard Class
- 1976 Pilot on Canadian Team at Internationals in Rayskala, Finland
- 1977 Entered US Region 7 Contest, US Standard Class Contest, Canadian Nationals
- 1978 Pilot on Canadian Team at Internationals in Chateauroux, France
- 1979 Winner 15 m Class Canadian Nationals
- 1980 Winner 15 m Class Canadian Nationals
- 1981 Pilot on Canadian Team at Internationals in Paderborn, West Germany where he will be flying Willy Krug's new Ventus. Willy will be crewing to watch over his brand new baby, together with Tony Burton.

Hal compiled new 1100 hours and 20400 km XC flying and 400 hours mostly towing since 1966. □



The sky was turning nasty, the lift was gone and as fields go for an outlanding, the one below wasn't bad. "I made the circuit. The low crops of late spring had marked out a large enclosure with a long bump running lengthwise. Great, I thought, a ridge that would be well drained. Only when I was perfectly lined up and fully committed, I realized that it wasn't a ridge but a ditch". A groundloop followed, damaging the sailplane considerably, his first accident in 13 years. "I should have known better, I should have looked at the fields more closely that morning, you'd be amazed what you can learn about gliding when you're riding along in your car. Just look at the crops".

Attention and analysis have helped 35-year old Ulli to join Canada's elite glider pilots. His family immigrated to Canada in 1956, and years later, soaring began at SOSA. Ulli soloed in a 1-19 after his 27th flight, logged 11 minutes of joyful freedom. His aim was to go cross-country. In 1973 he had built an RS-15 with Frank Vaughan; in 1975 he placed 5th in the 15 m Class at the Canadian Nationals, entered the US Nationals (28th out of 59) and was 2nd in 1979 and 1980 at the Canadian Nationals ... both times shortly after his brother Hal.

That brace of one-two showing is today Canadian legend. But the Werneburgs don't conduct a neck-and-neck chariot race around courses. Their strategies differ markedly. "We don't seem to fly much together. I think in general that Hal tends to be more aggressive. He pushes off into weather that I avoid. That may help him on strong days, but in lighter conditions, my conservative nature helps me out."

Ulli likes winning, likes pushing himself skiing cross-country, or fitting a squash tournament around his work as a program analyst in the federal Department of Immigration. His bachelor status, he concedes, permits him to put the kind of hours and attention into gliding that some can't spare.

Soaring has but one true manifestation for him. He is not a great aerobatics fan. He is not interested in accumulating records. He has yet to fly 500 km. What then is the delight? "I really enjoy going around a 100 km triangle, working hard at it. It's the strategy, the weather and yes, sometimes the fields that change and challenge the true competitor".

Ulli will be flying an ASW-20 in Paderborn under the loving tender care of crew Bob Cairns of Montreal and Dave Collard of Regina. □

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

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

All contributions to the magazine will be acknowledged on receipt. We will endeavour to say when it will be used. All material is subject to editing to the space requirements and the quality standards of the magazine.

The contents of free flight may be reprinted; however, SAC requests that both free flight and the author be given acknowledgement on any such reprint.

Opinions

BEST OF LUCK

My copies of *free flight* have been arriving thick (thin?) and fast lately and I have learned that you have taken over the editor's chair. I really don't know whether to congratulate you or offer sympathy. As a former editor I know that the job offers some very distinct rewards (so congrats) but also there are many frustrations (I hope you will overcome them).

First, I would like to offer my help as I have a keen interest in seeing *free flight* improve. By the way, I like the addition of *vol libre* to the cover. I was never able to make any progress with French copy.

... I am enclosing a short article that you can do with as you will. If you get as desperate as I often did, you may find space for it ...

Best of luck,
Bob Nancarrow
Etobicoke, Ontario

TURN-OFFS

... I was informed that you were the brand new editor of *free flight*. You see, everybody around here was complaining about it (for obvious reasons), and that's why I [was not inclined to contribute].

... The first turn-off comes when you open up the magazine and at a prominent place it stares you right in the face: submissions must be typed, double-spaced, no pay, stamped, self-addressed envelopes, no negatives, etc. etc. It clearly gives the impression that *free flight* is doing you a favour to publish your efforts. No wonder that nobody bothers.

I was about to send my stuff to "SOARING", when your letter requesting contributions arrived, followed the next day by (lo-and-behold) an issue of *free flight* with yours and Tony's article in it (Sept/Oct 80). The very thing that we need much more of. When I read Tony's piece, I was thinking "There, but for the grace of God, go I".

Your epistle really got to me ... More than you think, you really drove the point home how much better financially the soaring movement is in Canada than in the States.

Anyway, I changed my mind. You turned me on again and can only wish you God's Speed ...

Willem Sikma
Mississauga, Ontario

Thank you for your comments, I wish more healthy complaints would fly into my house. I need food for improving the magazine, and every member should look forward to receiving it.

In free flight, the stamped self-addressed en-

velope requirement will be omitted. However, for the sake of undelayed appearance of contributions and photos in free flight and due to lack of sufficient time, we cannot commit ourselves to having negatives developed. The originator again is the best person to judge which of the negatives is worthwhile publishing. Let's cooperate in this regard. But upon request I will return those photos, sketches, cartoons, etc.

KEEPING THE CLUB PILOTS HAPPY

The Sept/Oct 1980 issue of *free flight* with the article by Percy Peabody (VSA) raised a very timely issue — forced private ownership versus expanded club owned equipment. I for one would not place any restrictions on a club member from private ownership, but would strongly recommend that all clubs give serious consideration to providing club equipment for its membership at the intermediate and high performance levels.

Why? First let me repeat the typical sales pitch for new club members: "Gliding is fun, and doesn't cost very much, as we are a non-profit organization and all work is done by club members on a freebie basis. Our club owns a two-place trainer and a 1-26 ship for solo and cross-country flying. We have a Piper Super Cub for towing and if you have a power pilot licence you can eventually get checked out for towing."

There is nothing wrong with this approach but what do we offer beyond the early stages of learning and flying?

After the first season or two the novelty of local flying will wear off and when confronted with the large financial outlay and added responsibility of private ownership, the majority will become discouraged and just stop coming out. If the individual is part of the minority that will stay around a little longer then the club might gain another instructor or willing helper in other club chores.

But what have we as club members offered in the way of encouragement, for the more dedicated long-time members to remain active? Nothing in many cases other than to ask for more and more of their time, year after year.

If we insist on these dedicated types buying their own equipment, then we are in essence forcing them out of the club to go their private ways.

For once an individual puts a lot of his own money on the line for a ship, he will forever after have a further demand on his loyalty of time. Time to spend on his own equipment or that of time to spend with the club activity.

In most cases the club will be the loser, and I for one don't blame the individual, because we as club members have forced that individual to go his own route. Ask this to your club member: "If

you had a choice between the Australian club with all the equipment and your own club, if it has limited equipment, which would you be part of if both were available locally"? I know which one I'd pick, even if it required purchasing a one thousand dollar club debenture on the part of each member.

In closing I'd like to take my hat off to those dedicated private owners that do spend a lot of their time on club and SAC activities.

But if we really want gliding and soaring to grow in Canada, I'm convinced that first we have to think more club ownership, with club-supported competition flying, badge flying, and trips away (as a club) to such things as a Cowley Summer Camp or Wave Camp. Not only is it a great way to learn from others, but a lot of fun can be had in the process at a reasonable cost to all.

Dave Collard
Regina Gliding & Soaring Club

EVERY BIT WILL HELP

There were many bright spots at the AGM but ... the one thing missing was a drive for World Contest Funds. We (MSC) have collected \$1000 and we are no richer or poorer than anyone else — just needs a bit of push.

Gordon W. Bruce
Montreal Soaring Council

WOMEN IN SOARING

I was very pleased to see your open letter "The woman's perspective in soaring" in the MSC "Downwind". While I am a male I thought you might like to hear my views on some of the topics you mentioned: discrimination, rights, family, partnership, etc.

... While I cannot comment on discrimination I do think that women have a terrific role to play in soaring in combating the same male mentalities that lead to discrimination. Women bring with them an attitude that can combat empire building by elected club officials. I hope to see women set an example of dedication to the pure sport, not one club or position. Soaring is an art form, a thing of beauty, a natural for women. Their participation can give life to an otherwise boring, metal box flying, engineering attitude by older men. Women will have to fight discrimination/ignorance.

... On family and partnerships I don't know how many men eagerly encourage women to explore the latest technology ships. The plastic ships (fibreglass, carbon fiber) are well suited to women due to their finesse. ... So women do have a reason to push to fly the best ships for its here they will beat the men. Encourage women to hassle through the metal planes and get to the fibreglass ships. They are not exclusive male jewels.

On rights, it is simple. Women only have the rights they fight for...

Regards
Geri Moore
Montreal Soaring Council

cont'd on page 13

Annual General Meeting '81

by George Graham — newly elected Director Maritime Zone

I was asked to write a summary of the 81 AGM two weeks after the event, thus please do not hold it to my charge if omissions offend. Also it appears that last year's busy X-C flying melted everyone's cameras, as nary an image via the gilded lens exists.

FRIDAY NIGHT, THE RECEPTION

Finding the room was an exercise in orienteering. Once the first able scouts located the place and were greeted by Karl Doetsch and Jim Leach at the door, then following souls with well-tuned ears could hear gliding words echoing down the hallways, and be guided to the room as surely as are the 747's running down the ILS at Toronto International next door. Soon the suite filled any many arms were bent at that familiar angle so well known by convention attendees. The air soon became blue with stories, rumours, and nefarious cigarette smoke. An aside: some people, as soon as they open their mouth, start a timer ticking with the intent to shut up as soon as the bell rings and give others the floor. Others have no such bell. Rumours that bannerred by: the SPECTRE may exit some western shop as a production item. The new carbon fibre ships provide a rough ride in rough air; seems they lack the built-in shock absorbing of glass. Wing debuggers will be verboten in the upcoming Internationals. Karl Striedieck will be the guest speaker at the banquet!

At about Cinderella's feared hour the reception shut down and the activity transferred itself to various rooms and nightclubs in the hotel. This reporter got to bed at about the threeish hour, which may account for various errors that might become apparent as we proceed.

COME SATURDAY MORNING ...

This group came to work. Registration was at 8, and by that time most delegates were in their seats and ready for action. President Karl chaired the proceedings and opened with an opening address. Two items in which The President took satisfaction were the exempting of gliders from the regulation requiring transponders — many thanks to Bruce Hea; and the fact that **free flight** was now up to date as a result of the yeoman (sorry Ursula) efforts of Ursula Burton.

National Office, membership, budget, SAC programs, growth and development, and competition were listed as separate items in the agenda, but in practice they melded into the one concern of how can we do things better. Interest was high and involvement was intense. The chairman awarded the floor with wisdom and fairness, but it helped if the delegate had a speedy hand and a long reach. The chief concern was the fact that there had been a signifi-

cant drop in memberships in most clubs in 1980. Things noted were the national economy, the weather, the higher costs of gliding, the apparent poor promotion of the sport, the high (25%) turnover, the lack of suitable equipment at a reasonable price, as well as others. The ballet performances of Oscar Boesch in his ASW-15 were mentioned, and in response Mr. Boesch noted that many people come up to him and excitedly ask how they can get into gliding; yet despite the fact that his show is often done within an hour's drive of a gliding club, he has no handouts to give them.

In regards to the cost of National Office it was noted that Sports Canada is retrenching in all aspects of sport support. Only administrative block funding and international competitions have much hope.

It soon became evident that the need to have current communications was a keenly felt need among the delegates. It was noted that important letters out of National Office often stop at the club designee for such mail and do not get to the membership; for this the club executive has responsibility. All delegates were most pleased to have **free flight** on schedule again and were impressed at Editor Burton's intended turn around times. Items suggested for future inclusion in **free flight** were: breakdown of membership status, new member, private owner, etc.; Zone Directors should be encouraged to report on activities in their zone on a regular basis; ADs affecting gliders and towplanes should be published in full; articles on towplane efficiency.

During coffee break we were joined by Paul and Ginny Schweizer, and by Jim and Simone Short of Schweizer Aircraft. Paul is supposedly retired, but we understand that his interpretation of that word would severely test Webster's lexicographies.

After break we got some statistics to go with our coffee. For instance the normal ratio between gliding pilots and general population is 1:5000 around large urban centres. Turnover in most recreational sports is 25%. Stats Can asked in a recent census: "What sport would you take up next?" Less than 20,000 said gliding; more than 50,000 said parachuting.

Competition was the next topic. Several delegates noted that recreation and competition were synonymous terms and that it starts as soon as one student compares his progress with another. Some delegates felt that competition was the only high-profile aspect of our sport. It was noted that racing not only improves the breed, but that it also causes many high performance designs to become available to club flyers as development advances "the racers edge".

The SAC Insurance plan was the focus of keen attention. It was noted that the club CFI should certify in a pilot's logbook that he is cleared to fly from the club field in club equipment. Concern was voiced in last year's claims resulting from contest flying.

Al Schreiter responded that the claims from other years could be attributed to training and that the essence of the insurance philosophy is to share the risks over time. In the long run it would even out. Ron Wyatt, who kindly attended and made himself available for general and personal queries, noted that the Americans are doing a better job of breaking the chain of small elements in an accident situation than are we.

The meeting was addressed by two guests. First Col. Bud Crandall, Director of the Air Cadet League of Canada, who had taken the time to prepare a presentation, gave a short summary of his main points since time was running out. Col. Crandall noted that the Air Cadets certify approximately 250 glider pilots a year, yet few of these become SAC members. He felt that with a little effort on our part, many of these young people would become long term active participants in the gliding scene. Col. Crandall offered to strike up an even closer liaison with SAC through the National Office; an offer that was warmly received by the Chairman on behalf of SAC.

The meeting was then addressed by Dr. Norman Ball of National Archives, Engineering Section. Mr. Ball said that his section considered the preservation of any non-artifact information of a technical nature. Drawings of winch drums, fair-lead systems, aircraft plans, photos of events, objects, people, etc. He noted that newspaper chains, the CBC and others were heavy users of information in the files collected by his office. Anyone that had something considered of value was invited to send it in. He noted that submissions may be tax deductible.

DODGE CITY

The AGM Business Meeting opened sharp at 1330 hrs as promised. Some said the atmosphere was tense; I would like to suggest that there was a distinct lack of apathy. First the committee reports. President Doetsch proved to the fastest draw in the east as the gavel sounded with clock-like regularity to certify the acceptance of the reports.

The budget was subjected to sharp scrutiny. As for this reporter, topics of this nature are close neighbours to black magic and witchcraft and so I have few details to report. Suf-

cont'd on next page

OTTAWA APPROVES \$20,000 TEAM GRANT



“disaster has been averted”, says Team Manager, breathing a budgetary sigh of relief and as you read these words

- the pilots and their crews have caught a flight to Germany to debug the rented ships and crew cars
- the pilots are racing around the courses over the Teutoburger hills in the east, the Sauerland hills to the south, the Ruhr Valley to the west, the flatlands to the north
- our ‘Deutsch Marks’ are evaporating

SOS. We would appreciate your contribution. Please help us to make up for the difference within the next few weeks and “Yawstring” is still waiting to be yours (more see page 23).

A complete coverage of these exciting events will be part of **free flight** July/ August issue. Editor Ursula will be at the site and scrounging stories.

AGM '81 (cont'd)

office it to say that National Office noted that only one minor item needed correction.

The motions to be tabled at the meeting as circulated with the agenda drew the most emotional fire. Motion No. 1, Membership Fees. This motion was subject to an amendment in the form that the fees for club affiliated members remain the same. This amendment was defeated; the motion was passed as itemized in Annex C to President Doetsch's letter of 23 Jan 1981. Motion No. 2, By-law No. 1 amendment. This motion was pre-empted by a motion that in effect would have resulted in Motion No.2 being deferred for one year in order to have the position of Executive Director prove itself. This motion was defeated and Motion No. 2 passed as written in Annex C. Motion No. 3 passed with no opposition.

ELECTIONS

George Graham was elected to the Board of Directors as Director Maritime Zone, replacing J.J. Williams.

THE BANQUET

Usually the highlight of the banquet is the dinner, but in this case it was our guest Karl Striedieck, who proved to be an unassuming and highly entertaining speaker. Mr. Striedieck gave many interesting details of long distance and record flights on the ridge. It appears that speeds of 120 kts within a wingspan of the trees are fairly common. Gliders carrying heavy ballast loads in their wings are more comfortable in the turbulence. Outlandings are not too common as long as the pilot understands the aspects of the weather patterns necessary. Snow showers are perhaps the greatest concern. Whenever there's ridge lift there's wave in some locations, and the lift is strong enough to allow redline speeds without the battering of the turbulence. During the question period, Mr. Striedieck admitted that he prepares for soaring the very same way as most of us: by careful watching of cloud formations. He noted that the European's gaggle more conservatively than we do.

In regards to safety, Mr. Striedieck noted that off-field landings require as much attention to

technique, and the careful study of conditions, as does the climb. One should study crops, terrain, obstacles, with the care reserved for cloud formations, centring and cruising techniques. All in all a most informative talk.

THE AWARDS

There are always a few who chase those trophies; let's give them a big hand:

BAIC and Canadair "200"	William J. Oke. WGC
Roden	James Cumming, WGC
Instructor's Trophy	Montreal Soaring Council
Ball and Chain	W. Leers, SOSA
	T. Beasley, MSC

SUNDAY

Topics of the panel discussion were Provincial Organizations, Club Operations, Glider Development, Coaching Development. Details in future issues. □

AIRSPACE FREEDOM — OUTLOOK HOPEFUL

A report on recent meetings with SAC and transport Canada

by Dave Tustin

Last year SAC was approached by Transport Canada (TC) for comment on a 'proposal to classify and reorganize Canadian airspace'.

Due to the imminent report date, an urgent letter was sent to all SAC clubs asking for a quick study and comments on or projections to the TC plan. Most clubs responded quickly, some not at all, others phoned and sent reports. To all that took the time to endeavour to protect our environment through comments, a sincere "Thank You".

The Department contacted SAC in December to arrange a meeting but no suitable date was found until 16 January 1981. SAC was represented by Karl Doetsch, Jim Leach and Dave Tustin. We met with four TC people, three from Air Traffic Services, and one from Airways. Incidentally, the chap from Airways, Ramsay Brown, was one of the officials who assisted us in establishing the high altitude wave operation in 1972. I felt that with the good comments that have been received both by TC and SAC about how well the wave camps were being run, we would be listened to with sincere attention.

The TC representatives were well prepared with intelligent reference being made during the meeting to SSA operations and their liaison with the FAA. An item-by-item study was made of our submission and discussion was entered into on each topic. Generally, we were pleased with the outcome of the meeting and it is apparent that TC will consider our unique operation in a realistic manner in any future airspace changes. Some details that may interest you, are:

1. TC will clarify the point as to whether the term 'private pilot licence' mentioned in official documents also includes 'glider pilot licence'. The initial consensus was, 'yes it would'.

2. Terminal Radar Service Areas (TRSA) and Terminal Control Areas (TCA) will not be expanded unless an overwhelming amount of traffic makes the requirement a necessity. A TC TRSA study team has just completed a tour of all the TRSAs (VR, WG, YZ, UL), their report is still to come but it is unlikely that they will recommend any increase in service because of several factors, one being current staff shortages.

3. New TRSAs possibly may be installed at Calgary, Edmonton, Ottawa and Halifax but it would have to be a region request not an imposition by Ottawa — and no requests are expected in the near future.

4. A transponder will be a requirement for flight in some TRSAs this summer and some

Positive Control Zones also may be included. Automatic altitude encoding equipment will follow in these areas at a later date, tentatively 1985. SAC strongly opposed this measure where gliders must fly in TRSAs — the reasons are obvious to us, but we needed to advise TC all about weight, cost, lack of sufficient battery power, etc. Their initial impression was that an exemption to this order would be feasible. Also the requirement to carry a Directional Indicator or Gyro Compass has been removed from the TRSA equipment requirement. We proposed that the Department should consider the design of a low cost transponder especially for sailplanes which would be on a fixed code with a simple On-Off function and be inherently miserly with battery current. They will investigate this proposal and advise us of findings.

5. Another SAC proposal was to allow cross-country or local operations in controlled airspace between 12,500 and 18,000 feet asl. Our proposal will be considered favourably both for the use of the airspace previously forbidden to us and for the waiver of the 'controlled VFR endorsement' and equipment requirements that are prerequisites to flying in that stratum. More details were requested of us and the Cu Nim Gliding Club will hopefully be able to provide us with the necessary information — more on this topic later.

6. The waiver of pertinent Air Regulations regarding controlled airspace when a 'record setting' flight was contemplated. This item needs work but TC will consider this operation when the necessary documentation is filed. Hopefully, we will be able to develop a package for any pilot considering a flight of this nature that will give him all the answers.

7. We also suggested that SAC clubs be identified by Alert Areas. After discussion it was agreed that it would not be to the benefit of soaring clubs to have permanent Alert Areas established around their airfields because of the unnecessary disruption at the airspace for other users and possible future attempts to restrict soaring to these areas. However, temporary Alert Areas could be activated and cancelled by NOTAM for special high activity events at specific locations, such as competitions or for aerobatic training zones. Liaison should be with your local ATC office. Also, at times of high activity, it was recommended that the nearest ATC or FSS facility be kept advised of current status such as soaring altitudes in order to enable the personnel to disseminate this information to any transient aircraft that may be flying near your airport.

8. To overcome the problems of insufficient recognition of gliderport and their high density

glider activity, TC will consider a new 'logo' which is more eye-catching for making soaring safer on all the appropriate air charts.

9. SAC is in the process of compiling an up-to-date location chart of all SAC clubs and it will include regularly used airspace. This, we hope will provide TC with an overall picture of our 'national' scope and the extensive territory which we use in cross-country flying. The purpose is to inform the Department officials to the point that when further amendments or new proposals are contemplated in airspace, they will have a much better idea of the effect of the change on our operations.

10. A glider section will be considered for the Aviation Information Publication (AIP). It will identify gliderports, including all pertinent data such as runway length and width, radio frequency, etc. Factors not considered by power pilots would also be included such as the danger areas when winch launches are being used.

Generally we feel that SAC has achieved some status with Transport Canada in 'airspace' matters and that we will be included in any future requests for comment on new or revised thinking. Our comments and suggestions were considered frankly and thoroughly and a meaningful dialogue was conducted with the outcome, in large measure in our favour.

Rest assured that the new airspace reorganization planned for introduction in November 1981 will not cause any restrictions to our operations — actually in most cases, with the rise in the base of the 'restricted' airspace to 12500 feet asl it will give us that much more airspace to enjoy ourselves. Winnipeg alone remains as a test case because of the planned imposition of the Transponder ANO affecting VFR flight in TRSAs (June 1981). We are optimistic that this case will be resolved satisfactorily, but just what form the final agreement will take remains to be seen.

Two problems loom rather large in the ATC system here: the fact that the new radar presentation system (JETS) in the raw mode has not proven itself to be any better than the current TV-type scope may have some implications in the area of non-transponder 'paint' and the obvious conclusion would be: restrict non-transponder equipped aircraft. Also, the Winnipeg area will have to be 'proceduralized' because of equipment requirements and the inherent discrete transponder code operation required by JETS. It will be necessary to develop safe climb and descent zones that may infringe on gliding club airspace. Time will tell — a report will be presented once these unknowns materialize. □

AN AVIARY of GLIDING TYPES

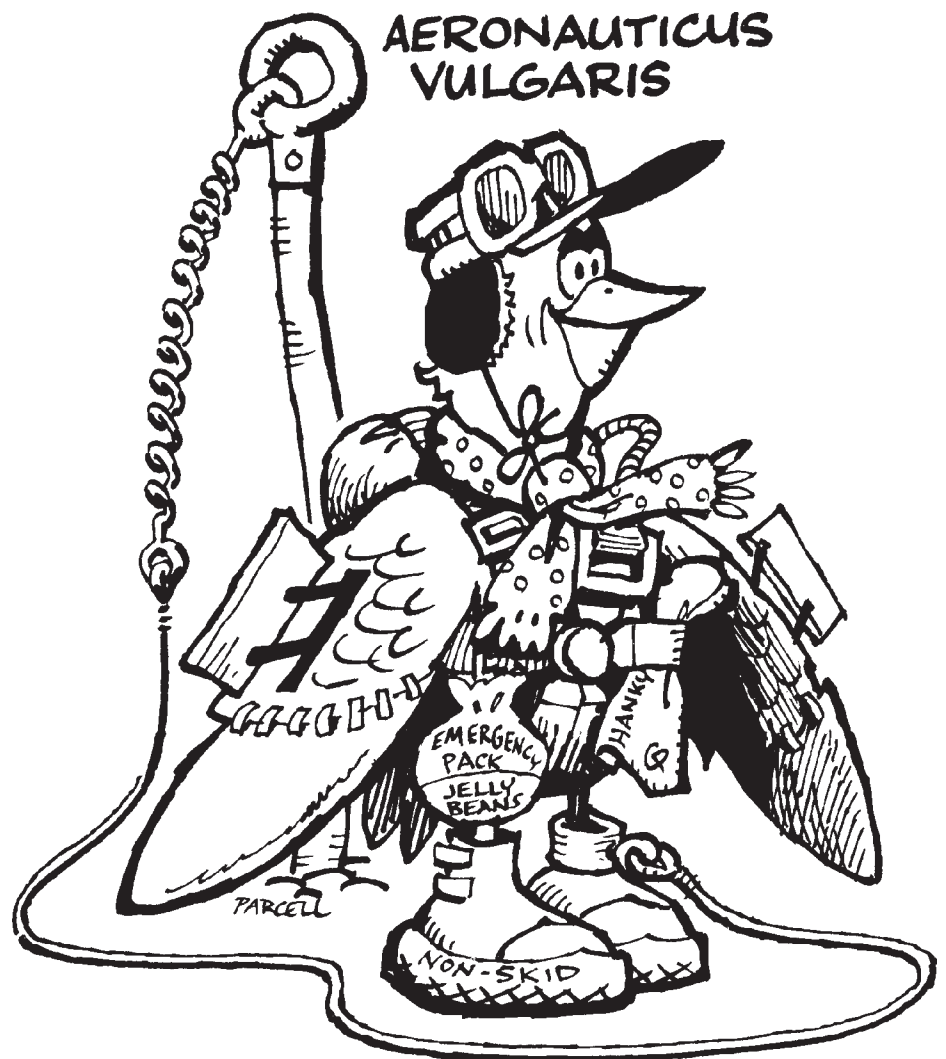
by Eric Newsome

All glider pilots belong to the species 'Aeronauticus'. Having said that, it should also be said that the species then degenerates into a plethora of fascinating sub-species. Indeed, one of the joys of club life is to observe, identify and categorize the various sub-species; a refined form of bird watching in which the observed can reciprocate.

'AERONAUTICUS VULGARIS' is the common or garden variety of pilot found in all clubs in abundance. He is the common house sparrow of the gliding world. All that can be said of Vulgaris with certainty is that he will win no trophies, set no records and leave no mark in the books yet to be written on the history of soaring flight. Vulgaris is a conservative pilot. No glider he will ever fly will be subjected to the stresses and strains it was designed to bear. He will never fly at more than half the maximum permitted speed, in fact, from leisurely thermalling to being in a tearing hurry, his airspeed will seldom vary by more than twenty miles per hour. Usually he will be content to find a gentle thermal and placidly circle wherever it offers any vestige of support. He is, and will probably remain, an airport haunter seldom leaving the field by a distance greater than half his possible gliding range for any given height.

Join Vulgaris in a thermal and he is likely to make another couple of turns until he judges you too close for comfort and then sedately head out. He is not interested in the challenge of outsoaring anyone, he is not tempted by the lure of distant landing fields, he would prefer not to chance the cold, lonely heights of the wave. None of this means that Vulgaris is to be despised. For him the pull of gliding is in doing the seemingly impossible feat of staying in the air without an engine, is in the mystery and peace of soaring flight and in sheer enjoyment. Who is to say that the measure of his satisfaction is exceeded by any of the flock?

Here's to 'Aeronauticus Vulgaris', the backbone of gliding and the happiest of men. □



Eric's "Aviary" will be appearing in serial form in **free flight** for as long as is keen powers of observation are maintained. (ed.)

KEEPING the STUDENTS

by Ian Oldaker

At this time of year many clubs have an influx of new members, all eager to take up soaring. How do we keep them interested; how do we prevent the high percentage loss that we seem to suffer each year?

Presumably one of the main motivations that brings a new member is the unknown, the excitement of adventure or more specifically a plain desire “to fly!” However, once the initial excitement of the first few flights has worn off, and flying training turns into the often hot and dusty grind of retrieving gliders, hooking up and so on, how do you maintain their interest?

Maintain Interest

Their interest can be maintained by keeping them motivated. Okay, how do we do this? Everyone of us has a need to know why we are being taught something. We must have a reason for learning, and if the student can't find it for himself (he has satisfied his initial need — remember?) then we, the instructors, must find the reason for him. “All fine and dandy”, you may say, “but I'm only a Class III, or Class II, I'm only teaching him the basics. I leave the finer points, you know, cross-country checkouts, licence checks, etc., to the Class I's and the CFI.” “So when the student goes solo, 99% of your job is done, eh?”

There is a great danger in this approach, that your club, we, the soaring movement will lose this student quite easily. Why? Read on.

Eventually I hope you will advance to being a Class I, and to training pilots for early cross-country flying, and so on. So why not include in the 99% of your current instruction some points that relate to the flying that your students will be doing later? And I mean in three to five years from now — not next month. Even talking to them about flying the club single-seater will get them interested! So broaden your outlook, look back on your own training and ask yourself what was left out, how could it have been improved, and use the answers to motivate your students the next time you go to instruct ...

Imagine your student — you have just had a couple of short flights with him — not very well flown by him — but you could go again. However, both of you are getting into a rut (what me? never). He is on the plateau of the learning curve, and his motivation has sunk to a low. “What seems to be the problem?” you say. Initially he was motivated to come to the club — peer pressure, a seeking of a new skill perhaps. But now what kinds of motivation will keep him going?

Motivate Him

We must assume that he is enjoying his learning experience — otherwise what is the point of continuing? He may answer your question with “I don't seem to be able to get it all together”. He can't fly a decent circle without losing control of the speed or bank, while at the same time always keeping a good lookout and an eye on the height (note, I said “height” not altimeter) so that he will be in the right area (at the right height) for starting a circuit. Well, this is quite a tall order, but it has to be done if the pilot is to become a good, safe pilot now and in the years to come. We must motivate him to continue, to master these problems.

The student may not be able to express his desires, his problems, as I have above. So we have to do it for him. However, is it enough to tell him that he must master all of the above in order to go solo? “Fool”, he may say to himself, “of course I realize it!”

Give Him Goals

So why not look ahead — find out if he has thought of flying in the single-seater for example — encourage him to broaden his outlook too — point out its good features, and recount how you got your B badge in it soon after going solo. Give him a “goal” in other words. Now as you go flying again and as you pick up a thermal and start drifting downwind you will be able to relate this experience to his future solo attempt, point out the problems of soaring downwind, try to get him to experience the problem of penetrating against the wind on such a flight. It is irrelevant that the club rule states “thou shall not circle downwind” if the pilot has not experienced the problem; he will inevitably do so one day. The point is that the rule won't save the pilot's neck, whereas proper training now is far more beneficial and may save his neck even ten years from now.

Communicate — Listen

I said earlier, how can we maintain the new member's interest? There are other things that we can do — communicate is one of them, and two-way communication it must be too! And that means — LISTEN. When a student pilot has just done something that he wishes to tell you about — LISTEN to him or her. If he is a solo pilot and just stayed up for a bit and then “fell out” of the thermal — LISTEN. This is his/her most important flight so far — try to put yourself back to your own learning. Remember how you competed with your friends to see who would get a B Badge first? These are important highlights in a pilot's career. Nurture this enthusiasm!

Nurture Enthusiasm

Enthusiasm doesn't have to be confined to the students only — let US be enthusiastic about what we do, enthusiasm is very contagious; nothing rubs off on people more than does keenness, a willingness to listen, to share experiences, in one word — enthusiasm. Initially, as I said, his desire to fly or to learn a new skill may have brought this student to the club. What other kinds of motivation are there — say, beyond the licence stage?

X-Country Anticipation

Cross-country flying? “No”, you may say, “why should I be concerned with this aspect of soaring instruction even before the student has gone solo?” A very good question, and one that needs an answer.

An off-field landing is always possible even to a non-licensed pilot (the guy who flew off downwind?!), so shouldn't we introduce the basics even before solo? How do you teach the circuit? What “decision” heights do you use, and do you try to get the student to judge his height above ground by looking out, rather than by using his altimeter?

Proper Circuit

Okay. So the first decision height is 2000 feet above ground, the height of most aerotows. From this height we should always be planning for an eventual landing. “Fool”, he says “there he goes again — what does he take me for, on all my 90 flights so far I have always been towed to 2000 feet and landed 10 minutes later!” However, all students on non-soaring (and even early soaring) flights can be given an extra bit of motivation by having the regular club circuit and field imagined as a strange field miles away at which the same decision heights must be used in order to complete a good and safe circuit and landing.

You know, the first things that we learn, because of being first, are often impressed on our minds very strongly, often unshakeably. The instructor who teaches something new must do so correctly the first time.

It is often difficult to change an inaccurate or false first impression. Hence, if the pilot is taught to use “that little red barn” to turn over, for example “we always use that as our turn onto base leg” can really get the pilot into problems later when on his Silver C distance attempt he has to land 50 km away, and there is no little red barn! Trying to “unlearn” this incorrect technique of judging the circuit is difficult. You can avoid the problem by including a bit of cross-country technique now, in the 99% of your current instruction.

What has all this got to do with motivation you are saying? I hope we are not teaching a whole group of local soaring pilots (maybe we are) but let us motivate them, interest them in more than the local scene, they should at least know that cross-country flying is a whale of a lot of fun — and who knows, even if the student says it's not for him, he may well get the bug later. To train him correctly now is vital, and we may even get to keep him in the soaring movement a few more years. □

EXECUTIVE DIRECTOR'S NOTES

by Jim Leach

THE DEMOGRAPHICS OF THE SOARING AND GLIDING MOVEMENT IN CANADA

The support and cooperation of the total SAC membership is requested in attempting to identify the vital statistics of those who participate in the sport of Gliding and Soaring in Canada. This survey is anonymous in nature and attempts to seek information in the four primary areas outlining personal, life style, flying and involvement with SAC operations.

HOW? Please complete the anonymous tear out survey sheet and return to the National Office (see centre page)

WHY? We hope to gain considerable data from this survey which will provide us with the necessary knowledge to:

- Clearly define future marketing options for membership growth.
- Direct us in our search for corporate sponsorship for national programs.
- Assist us in expanding our advertising base for **free flight**.
- Help us to better understand ourselves and our aspirations for the future growth and development of our association.
- To improve Gliding and Soaring activities in Canada.

WHEN? Please try to have completed forms returned to the National Office by 1 August 1981.

IMPORTANT! To be valid the survey should reflect as large a sample as possible of our 1980 membership figure of 1600. Please consider this survey as an opportunity for your direct input to the future development of SAC.

If you have questions, please call me at the National Office.

1981 NATIONAL TEAM "T" SHIRT PROGRAM

Shown below is Ulli Werneburg, National Team member showing off his "T" shirt that identifies him as a National Team supporter.

These "T" shirts can be yours for donating as little as \$15 to the National Team fund.

Please forward your cheque to the National Office. A tax deductible receipt will be issued for each donation.

NEW CLUB DEVELOPMENT

At the present time action is underway to process three new clubs in Canada. They are the Chinook, Caledon Gliding Club and the Comox Gliding Club. The latter two have previously been sustaining members of SAC.

FAI BADGES

by Dave Belchamber

All applications for an FAI Gliding Certificate and claims for the C, Silver, Gold and Diamond Badges and their respective legs should be mailed to me at:

29E Varley Drive
Kanata, Ontario, K2K 1G4

Please don't forget to include the \$5.00 processing charge with each claim. It is used by SAC to offset the membership fee imposed on SAC by the Fédération Aéronautique Internationale (FAI) for the use of their services and the right to issue FAI awards and records.

The following badges and badge legs were recorded in the Canadian Soaring Register during the period February 1 to March 31, 1981.

GOLD BADGE

179	Kurt Moser	Windsor
180	Hans Berg	Windsor

SILVER BADGE

587	Walter Kunster	Vancouver
579	Seth Schlifer	York
580	Gunther Ostermann	Vancouver

DIAMOND GOAL/GOLD DISTANCE 300 km (186.4 mi) O&R or Triangle

Cecil Sorensen	Edmonton	313 km	1-35	Claresholm, Alta
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DIAMOND ALTITUDE 5000 m Gain (16,404 ft)

Boris Karpoff	Erin	5010 m	Ka6CR	North Conway, NH
Paul Puky	COSA	6095 m	Libelle	North Conway, NH
Kenneth O'Toole	Edmonton	6095 m	ASW-15B	Cowley, Alta.
Kurt Moser	Windsor	5165 m	Lark	North Conway, NH
Hans Berg	Windsor	5790 m	Cirrus	North Conway, NH
Kevin Conlin	Montreal	5410 m	ASW-17	North Conway, NH
Frank Robinson	Erin	5670 m	BG-12	North Conway, NH
Jean-Pierre Mathieu	Ariadne	5486 m	Pik-20B	North Conway, NH
Morgan Neff	n/a	5425 m	1-34	Black Forest, Col
Edward Gillespie	n/a	5910 m	1-34	Black Forest, Col
Liam O'Connell	n/a	6645 m	1-34	Black Forest, Col
Chris Hancock	n/a	6280 m	Lark	Black Forest, Col
Douglas Winger	SOSA	5210 m	Libelle	North Conway, NH
Paul Thompson	SOSA	5880 m	Cirrus	North Conway, NH

GOLD DISTANCE 300 km (not predeclared) Straight Out, O&R or Triangle

Hans Berg	Windsor	310 km	RHJ 10	Dresden, Ont
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GOLD ALTITUDE 3000 m Gain (9842 ft)

George Couser	Ariadne	3320 m	Pik-20	Lake Placid, NY
Walter Kunster	Vancouver	3844 m	Ka6E	Hope, BC
Joseph Martin	Windsor	3050 m	Lark	North Conway, NH
Harry Thomson	Erin	4025 m	BG-12	North Conway, NH

SILVER DURATION 5 hours

David Runyan	Edmonton	5:30	Jantar	Chipman, Alta
Barry Bradley	Cu Nim	5:12	Pilatus	Cowley, Alta
Michael Malott	SOSA	5:42	1-26	Rockton, Ont
Gunther Ostermann	Vancouver	5:20	1-26	Hope, BC
Antonin Zelenka	York	5:39	1-26	Arthur, Ont
Leiff Kjolby	Vancouver	6:06	1-26	Hope, BC
Nigel Newsome	Vancouver	5:15	n/a	Hope, BC
Adrian Guichelaar	London	5:21	2-33	Embro, Ont
George Popadyne	Base Borden	5:17	2-33	Base Borden, Ont

SILVER DISTANCE 50 km (311 mi)

Walter Kunster	Vancouver	71 km	Ka6E	Hope, BC
Arnold Rosner	Montreal	64 km	n/a	Grenville, Ont
Robert Harte	Montreal	65 km	n/a	Hawkesbury, Ont
Seth Schlifer	York	78 km	1-35	Arthur, Ont
Murray Shubaly	Bonnechere	101 km	HP 11	Kars, Ont

SILVER ALTITUDE 1000 m Gain (3281 ft)

Walter Kunster	Vancouver	3844 m	Ka6E	Hope, BC
Arnold Rosner	Montreal	1280 m	n/a	Hawkesbury, Ont
Blaine Grills	York	1125 m	n/a	Arthur, Ont
Seth Schlifer	York	1170 m	1-35	Arthur, Ont
Dean Gillrie	n/a	2315 m	1-26	Black Forest, Col

C BADGE 60 min. Duration

1704	Paul Puky	COSA	3:42	Libelle	North Conway, NH
1705	David Runyan	Edmonton	5:30	Jantar	Chipman, Alta
1706	Seth Schlifer	York	6:25	1-35	Arthur, Ont
1707	Denise Pelletier	Champlain	2:20	Pirat	St-Antoine, Que
1708	Raymond Lawton	Rideau	1:01	1-26	Gananoque, Ont
1709	Pierre Pepin	Champlain	1:26	Pirat	Pendleton, Ont
1710	Antonin Zelenka	York	5:39	1-26	Arthur, Ont
1711	Leiff Kjolby	Vancouver	6:06	1-26	Hope, BC
1712	Ross LaGrandeur	Base Borden	1:15	2-33	Base Borden, Ont
1713	Gary Ockwell	Regina	1:08	1-26	Indian Head, Sask
1714	Reinhard Schierling	York	1:13	2-33	Arthur, Ont
1715	Marc Roegiers	Quebec	1:15	1-26	Elmira, NY
1716	Hans Juergensen	Air Sailing	5:23	Ka6CR	Belwood, Ont
1717	Adrian Guichelaar	London	5:21	2-33	Embro, Ont

GLIDER FLY DAY at RIDEAU VALLEY SOARING SCHOOL

by Chick Silliphant

Flying the one hundred and sixty-eighth and second last introductory flight in two days, the success of our GLIDER FLY DAY weekend was greater than we ever could have imagined.

The GLIDER FLY DAY event at Rideau Valley Soaring School began as an idea in the mind of one of our newest members, Marianne Straub. Her idea was to publicize our existence and invite the public out to our club for an introductory glider ride. Between Marianne's persuasive nature and the willingness of most of our club members to do what they could, the planning and organizing stages were carried out.

Marianne agreed to be chairperson of the various committees, the sub-committees needed were a publicity committee, a field operations committee and a food and beverage committee.

The **publicity committee** had three main areas of concern — media contact, posters and road signs. The media contact was through radio talk shows, newspaper articles and local TV presentations. The posters were eye catching and attracted a lot of attention because of where they were placed. The road signs were similar in appearance to the posters and were put up the night before on all possible routes leading to the gliderport and taken down the day after.

A food and beverage committee was organized as a service to the visitors because we had all experienced a thirst that develops while waiting around a gliderport on a nice sunny day. The service we feel is a must and the majority of the visitors took advantage of it which allowed them to more easily enjoy a nice outing at a gliderport. This service could also be provided on a concession basis with much more ease for the organizers.

The field operations committee had the biggest job. All aircraft had to be checked and serviced beforehand. An estimate of the number of flights that could be undertaken had to be arrived at so that enough tow and passenger pilots would be available. The non-flying field operations were split up to avoid any bottlenecks in handling the visitors. Special flight and scheduling sheets were designed for the event to ease the recording procedure and also to allow everyone to know when their flight was coming up. One idea this committee came up with that really helped make the event a success was the involvement of

the visitors. This was accomplished by having enough passenger pilots on hand to pre-brief the visitors, answer any of their questions before and after the flight and also to have the visitors help pull the gliders back to the take-off point. The field operations committee took care of a multitude of small items which had to be taken care of beforehand and during the event.

Four two-place gliders and two towplanes were used to handle the event. Two 2-33's, a two-place Lark and two Citabria towplanes from our own club were used, and a Blanik was loaned to us by the Gatineau Gliding Club for the event. The club 1-26 was used as a static display and also to pre-brief the visitors prior to their introductory flight.

The introductory flights were planned to be twenty minutes per flight with a ten minute turn around time. The nature of the airstrip at RVSS is such that one side of the runway was used for landing and roll off while the other was used only for take-off. The glider pull back operation was done on the grass down either side of the runway. The field operation was so well organized that aircraft ready for take-off were only delayed long enough for landing aircraft to land and clear the runway.

The first day of the GLIDER FLY DAY event arrived. It was a sunny day with a reasonably stiff crosswind. The gliders were Dled, then pulled out and secured at the take-off point. The towplanes were thoroughly checked and moved into position. All tow ropes were new but were checked for any possible problem as were the short links. Everything was in position and ready to go by 0830 with a close eye being kept on the crosswind. The flight got off the ground at 0850, then the wind changed direction making us move the entire operation to the opposite end. The total shift was made in less than an hour and by the time everything was in place a steady flow of visitors began to arrive. We flew the remainder of the day before shutting down at 1900 having done seventy-five introductory flights.

The thermals were good most of the day which provided an ideal opportunity to introduce our visitors to soaring and not just gliding. All visitors that wished got "hands-on" experience at flying a glider as this is normally included in our introductory flight.

The second day arrived as nice and sunny as the first day with the advantage that the wind

how RVSS organized a successful weekend of "meet-the-public" promotional gliding at their airfield

was a breeze and blowing from our normal prevailing southwesterly direction.

The flow of visitors began earlier the second day and the four gliders flew steadily until 1900. The majority of visitors arrived during the early to mid-afternoon which created a waiting list but with the completeness of organization everyone was told how long before their flight would be. The wait was too long for some but the majority felt it was okay and enjoyed all the activity around the gliderport.

The second day had even more club members become involved in answering questions, giving other members a break when needed and generally doing the things that needed to be done.

The experience gained from the first day's operation showed on the second day. More, the whole operation ran very efficiently and was kept in control to the point that only the few members controlling specific functions noticed anything but a relaxed smooth operation.

The weather cooperated, the visibility was great and the lift was steady so the visitors that were apprehensive soon forgot all about their fears and thoroughly enjoyed the quiet pleasure of sailplane flying.

Having flown a goodly number of tows and introductory flights, it was very pleasant to be flying an interesting young lady in our two-place Lark on the second last flight of a ninety-five flight day. The release from the towplane was the first recognition of the total success of the GLIDER FLY DAY event that I allowed myself. Our objective had been simply to make the general public more aware of soaring and to give some the opportunity to enjoy an introductory flight in a glider. The favourable comments I had that flashed through my mind from this and previous flights along with the thought that we had given one hundred and sixty-four people a chance to experience glider flight certainly reinforced the success of having achieved our goals completely.

RVSS highly recommends that every club undertake such a project as the interest shown in our GLIDER FLY DAY was well beyond anything expected. The public contact is very good for the sport of soaring as has been heard a number of times since by our members. This sort of project would undoubtedly go a long way towards attracting new members to the sport of soaring as well as broaden the general concept of glider flying. □

CANADIAN SOARING RECORDS

CURRENT AS AT MARCH 1981

by Russ Flint

No record claims have been submitted during 1980. Thus the table of records is identical to that published last year.

A point of interest about the "current" Canadian records is that out of seventy-two categories (18 classes, open/feminine, single/

multiplace, not counting the possibility of each record being claimed both in the "C" and the "T" classification) there exist only forty-five records, the oldest dating back twenty-three years. Let's fill in some of those spaces. Give the Records Chairman some work to do!

My apologies for what the printers of the September/October 1980 issue of **free flight** did to the records table, rendering it inconvenient (if not impossible) to use. We are publishing it again here in (I hope) a more useful format.

FAI NO.	TYPE OF RECORD	OPEN			FEMININE			MULTIPLACE
4.6.1	Distance (km) Straight distance	R.M. Cook	724 (C)	1971	A. Williams	305 (C)	1975	A. Pow
		D.J. Marsden	676 (T)	1968	A. Williams	209 (T)	1973	R. Shirle
4.6.2	Straight distance to goal	D.J. Marsden	676	1968	A. Williams	305	1975	A. Willia
4.6.3	Out and Return distance	J. Firth	554	1976	NC			D. Mars
4.6.4	Distance round a triangular course	J.Firth	753	1977	NC			NC
4.6.5	Speed over a Triangular Course (km/h)							
a	100 km	R.M. Cook	113.4 (C)	1970	A. Williams	54.5	1976	D. Mars
		J.M. Firth	103.8 (T)	1975				A. Willia
(not FAI)	200 km	R. Mamini	91.6	1973	M. Barritt	68.7 (C)	1970	G. Buhr
b	300 km	R. Mamini	91.6	1973	NC			D. Mars
(not FAI)	400 km	J. Firth	77.9	1974	NC			NC
c	500 km	R. Mamini	101.8	1973	NC			NC
d	750 km	J. Firth	87.4	1977	NC			NC
e	1000 km	NC			NC			NC
4.6.6	Altitude (m) Gain of height	W.F. Chmela	8321 (C)	1974	A. Williams	5898 (C)	1969	R. Shirle
		W. Mix	7420 (T)	1966				A. Willia
4.6.7	Absolute altitude	W.F. Chmela	12449 (C)	1974	A. Williams	9772 (C)	1969	W. Chm
		W. Mix	9705 (T)	1966	A. Williams	3940 (T)	1973	R. Shirle
								A. Willia
4.6.8	Speed over an Out & Return course (km/h)							
a	300 km	J. Firth	102.7	1977	NC			W. Chm
b	500 km	J. Firth	85.8	1976	NC			NC
	Speed in Straight Line to Goal (km/h)							
(not FAI)	100 km	D. Band	59.4	1975	NC			W. Chm
(not FAI)	200 km	J. Firth	70.0	1970	NC			NC
(not FAI)	300 km	W. Mix	108.6	1966	NC			NC
(not FAI)	400 km	NC			NC			NC
(not FAI)	500 km	D. Marsden	97.1	1970	NC			NC

"C" indicates that the record was obtained by a Canadian citizen in some country other than Canada (Citizen's)

"T" indicates a record was obtained within Canada (Territorial). A record is noted as "Territorial" only when there is a greater "Citizen's" record in the same category.

The absence of either a "C" or a "T" implies, of course, that the record was set by a Canadian citizen within Canada.

The second name noted on Multiplace records is the passenger or second pilot on the flight.

Opinions

Continued

DIXON'S "ODYSSEY"

Greetings from Southern Ontario and congratulations on your new job as editor of **free flight**. During the summer of 1980, I had the pleasure of visiting several of the western clubs. I fear I may have worn out my welcome at the Saskatoon club where I stayed over a month. At each of the clubs I visited, I was immediately made welcome and invited to participate in both the social and the flying activities. I would like to thank all those good people who made these visits so pleasant and to invite them, and indeed any of your readers, to visit the club to fly at (SOSA).

The SOSA Gliding Club operates out of a grass field about twenty miles northwest of Hamilton. Did I mention that it is small? It is also surrounded by power lines, tall trees, the highway and a fair amount of urban sprawl. This usually doesn't present any problem for the local pilots. In this part of Canada the thermals are so weak it is rarely possible to get out of sight of the gliderport ...

Anybody may pay us a visit. There are motels near the field and if they have a tent or camper they are welcome to stay right on the field. We can offer flush toilets and showers with lots and lots of hot water. Every club should have a member who is a plumber. If they are reluctant to arrive unannounced they can call me at (519) 886-2424 but I am hardly ever home. They can call the clubhouse at (519) 621-0017 but there is hardly ever anybody there. Better still they can call the Bandmanns at (519) 623-2560. The Bandmanns live right beside the field, are long-time members and will be happy to give a visitor any information and help required. We look forward to seeing y'all. Oops, I'm just back from Louisiana and that "y'all" just seemed to slip in there.

Best regards
Dixon Moore, SOSA

AVOIDING THE "SUCKER HOLES"

I read with interest Tony Burton's recent (5/80) article on his wave flight misadventure... It brought back memories of a flight I had in a powered aircraft in which I climbed up through the old "sucker hole" in order to get over a mountain range. Of course once on top it was rather difficult to find a hole in which to come back down. Prior to going on top, I had noticed that conditions were a little better to the east, so when I found myself closed off, I headed to the east and did a let down. As in Tony's case it all worked out okay but the lesson I learned was, it sure is a lot easier seeing the holes from the bottom up than from the top down. In closing I commend him for writing the article so others can learn from his close call.

Dave Collard
Regina, Saskatoon

PIPLACE

(J. Leadbeater	235	1957
ey (J. Juurlink)	153	1959
ams (E. Bell)	76 (Fem)	1979
den (E. Dumas)	422	1979

den (M. Jones)	98.1	1975
ams (M. Stone)	31.0 (Fem. C)	1970
(P. Tingskou)	42.8	1969
den (E. Dumas)	69.9	1975

ey (P. Campbell)	7100	1971
ams (M. Kossuth)	2987 (Fem. C)	1970
ela (A. Van-Maurik)	10390 (C)	1975
ey (P. Campbell)	9085 (T)	1961
ams (M. Kossuth)	4206 (Fem. C)	1970

ela (H. Rominger)	65.0 (C)	1976
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ela (R. Zimm)	47.0	1971
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Hot SHIPS & TECHNICAL NOTES

NIMBUS-3

Schempp-Hirth's NIMBUS-3 is a new high performance carbon fibre Open Class sailplane designed by Klaus Holighaus.

Carbon fibre is made by carbonizing the synthetic fibre "Polyacrylnitryl" under high pressure and temperature in the absence of oxygen. It is three times stiffer, 22% lighter, and 60% stronger than glass fibre. The first full utilization of carbon fibre in production aircraft was achieved in the late 70s with the NIMBUS-2C. The higher strength of carbon fibre also made possible the construction of the NIMBUS-2CS, with a wingspan of 23.5m (77 ft) and significantly better performance.

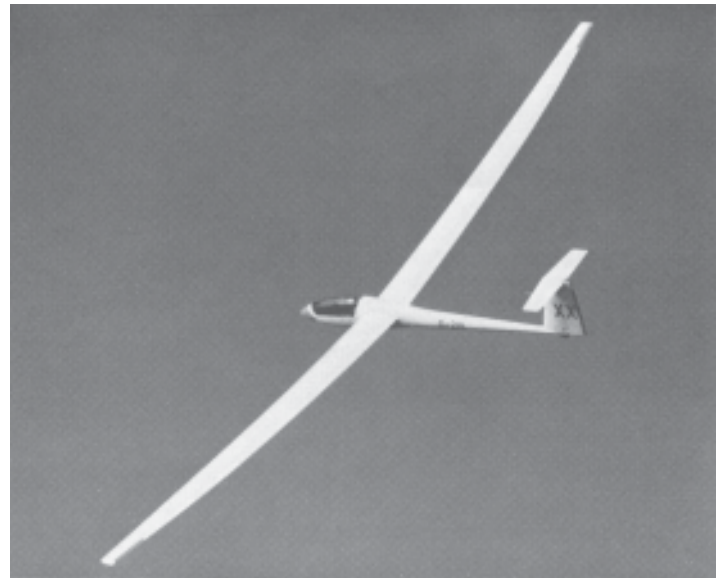
The wing is newly designed, from root to tip. All factors — the wing profile, the planform, the aspect ratio, and the control surface geometry — are combined as a result of the latest aerodynamic research to achieve the best performance possible.

The new profiles vary according to the changing airflow characteristics along the wingspan. They are thinner, yielding less profile drag without reduced lift — this has been demonstrated in the VENTUS, which has the same profile series.

The NIMBUS-3 wings have a high aspect ratio of over 32. Each is composed of 4 trapezoidal sections, so the planform approaches the ideal for yielding elliptical lift distribution, hence minimum induced drag.

The outer wing panels are approximately 7m (23 ft) long, with ailerons over their full length, and are interconnected with the flaps. The flaps themselves are located on the 4m (13 ft) inner wing panels, where the double-panel airbrakes are also located. These, combined with a special flap 'landing' position, give good 'short and slow' landing abilities.

The integral water ballast tanks are to be found in both the inner and outer wing panels. They have separate controls and hold 310 kg (684 lbs) of water ballast for improved performance in strong weather. □



SAILPLANES with CANADIAN TYPE APPROVAL

by J.R. Henry — Chairman Technical Committee

All sailplanes with Canadian Type Approval are listed in the Canadian Civil Aircraft Register along with the Type Approval Document number. If the aircraft is not Type Approved in Canada the register will state NIL and also provide the expiry date of the permit (if any).

A prospective purchaser can import and obtain a Certificate of Airworthiness with a minimum of hassle for any sailplane with a Canadian Type Approval. The sailplane has to be in airworthy condition and signed out by an AME following an inspection.

The purpose of the Type Approval Document is to certify that the design and the construction methods employed by the manufacturer conform to the requirements specified by Transport Canada. The purpose of the Certificate of Airworthiness is to certify that the particular sailplane, serial number XX, registration number C-XXX, conforms to the Type Approved design and is airworthy.

The following sailplanes were granted Canadian Type Approval since 1976:

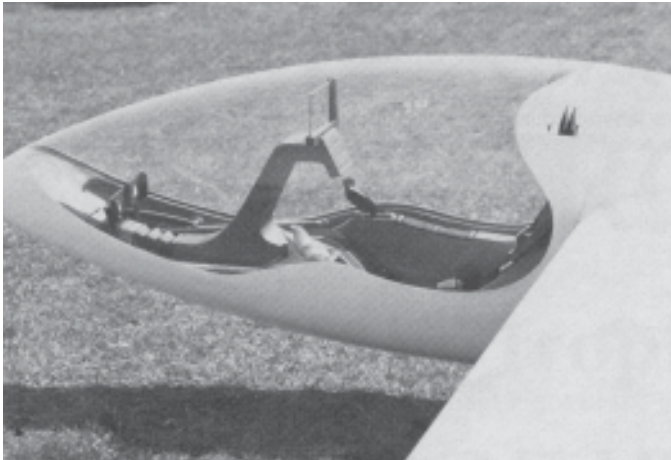
Eiriavion:	PIK-20B, 20D
Schleicher:	ASW-15B, 17, 19, 19B, 20
Schempp-Hirth:	Cirrus 75, Nimbus-2B, -2C, Mini-Nimbus
Glasflügel:	Mosquito, Mosquito B, Hornet, Club Libelle 205
Pilatus:	B4-PC11, B4-PC11AF
Brasov:	IS-28B2 (Lark 2-place) IS-29D2 (Lark 1-place)
Glaser-Dirks:	DG-100, DG-200
Burkhart Grob:	Astir CS, Astir CS77

Among the older ships, recommended buys are Standard Cirrus, Libelle series, Kestrel 17, Nimbus, and ASW 17. Wooden ships are not recommended as imports even though they may be Canadian Type Approved, unless you are a knowledgeable purchaser and prepared to tackle delays and difficulties with your local Transport Canada office.

US designed and manufactured ships with an FAA Type Certificate present no problems. The Technical Committee is always prepared to discuss your individual problem at (514) 627-3363 after 7:00 EST. □

NIMBUS-3 Technical Data		
Wing		
Span	22.90	m
Area	174.4	sq.ft
Aspect ratio	32.3	
Fuselage		
Length	25.26	ft
Width	2.03	ft
Height	2.69	ft
Weights		
Empty Weight	794	lbs
Payload	165-265	lbs
Max. all-up-weight	1654	lbs
Max. water ballast	684	lbs
Wing loading		
Minimum	5.53	lbs/sq.ft
Maximum	9.42	lbs/sq.ft
Maximum airspeed (VNE)		
all weather	168	mph (145.8 kts)
Performance		
at wing loading		
6.14 lbs/sq.ft. (30 kg/m ²)		
Stall speed	38.5	mph
Minimum sink	1.44	ft/sec
at wing loading		
9.42 lbs/sq.ft. (46 kg/m ²)		
Stall speed	47.85	mph
Minimum sink	1.71	ft/sec
	102	ft/min
Best glide ratio		
at 77.8 mph (67.5 kts)	55	

THE *Dream* COCKPIT



GLASFLÜGEL has recently been working on a project having the aim of completely redesigning the instrumentation and cockpit area of the modern sailplane. The company unveiled its "dream machine" which features a shallow cockpit pan cantilevered out from the main bulkhead, and a push-button instrument panel with all information appearing digitally on a "heads-up" transparent Liquid Crystal Display (LCD).

The LCD instrument panel is the most notable feature. Under microprocessor control, all primary flight data is presented digitally on the transparent display, and secondary flight data such as speed-to-fly or distance may be called up at the pilot's discretion. The data available is

1. airspeed
2. speed-to-fly
3. height
4. height for final glide
5. heading
6. course
7. vario audio
8. average climb
9. distance to go (on final glide)
10. tachometer (motor gliders)
11. oil & cylinder temperature (motor gliders)

The seat has been contoured to fit and provide maximum support for the pilot's body, and flight controls are sculptured, handles molded to fit the hand are positioned so as to allow no unnatural movements of wrist or arm. Pitch and roll control is by means of a side-stick controller. Secondary controls are placed between the legs at the base of the instrument pedestal and consist of a row of flush mounted, colour-coded molded knobs and levers.

The canopy is extra-ordinarily deep, the rail following the contour of the seat, and should provide the all-round visibility approaching that of a helicopter.

GLASFLÜGEL's aim in this work was to develop maximum pilot comfort and ease of control, and minimize the visual distractions between the cockpit and the outside world. □

Technical Memorandum and
Airworthiness Directives

ASTIR CS / ASTIR CS 77 / ASTIR CS Jeans
CLUB ASTIR II / STANDARD ASTIR II

issued by GROB TFE,
8939 Mattsies, West Germany

Issue	from #	Reason	Deadline
TM 306-11 (102-11) 26 Nov 1979	5001	Changeable trim ballast for light pilots CLUB ASTIR II, STANDARD ASTIR II	optional
TM 306-13 5 Feb 1980	1029 1601 2001	Safety device on inspection cover on top of fuselage ASTIR CS, ASTIR CS 77, ASTIR CS JEANS	31 May 1980
TM 306-14 9 Jun 1980	5001 to 5061	Exchange of springs in the canopy fasteners CLUB ASTIR II, STANDARD ASTIR II	15 Jul 1980
TM 306-15 1 Oct 1980	5001	Marks for control of tailplane assembly CLUB ASTIR II, STANDARD ASTIR II	28 Feb 1981

BLANIK — CRACK IN STAB OMNIPOL Mandatory Bulletin No. L13.052

This Bulletin describes the need to inspect and if necessary repair the horizontal stabilizer end ribs of Blanik L13 sailplanes.

The Bulletin was required because of cracks in the radius of stabilizer end ribs at outer elevator hinge attachments.

Above Bulletin and letters from University of North Dakota, Aviation Department and Seattle Glider Council Engineer are available at cost of printing (14 pages total \$2.00) from

Bob Gairns 130 St. Francis Blvd. Chateauguay, Que J6J 1Y7

ASTIR OWNERS

An incident report details how a lap joint at the top of the wheel well can catch on the mudguard and prevent wheel lowering. In the case reported there had been some distortion due to screws used to attach a barograph fitting pressing down at one side of the seam. Unlikely as it is that you have screws in the same place it might be worth checking the condition of the joint.

Eric Newsome

WESTERN BASIC INSTRUCTORS SCHOOL

5-11 JULY 1981

hosted by Vancouver Soaring Association, Hope, British Columbia

Within a 30 mile radius of Hope, BC are many tourist attractions. Anyone thinking of attending this school might consider persuading the family to let them attend by taking the family along, too. Places for the family to visit include

- | | |
|----------------|---|
| 20 miles west | MILTNER GARDENS, a botanical garden
FLINTSTONE VILLAGE, a place the children will enjoy
BRIDAL VEIL FALLS, a provincial park with a waterfall |
| 15 miles north | FRASER CANYON, rugged grandeur |
| 30 miles north | HELLS GATE, narrowest spot in the Fraser Canyon |
| 10 miles east | HOPE SLIDE, site of the 1964 collapse of the mountain face |
| 30 miles east | MANNING PARK, renowned for its Alpine Meadows |

Recreational facilities in the Hope Area include

FRASER CANYON RAFT RIDES (down the Fraser Canyon)

LAKE OF THE WOODS (at Hope), swimming

KAKAKAWA LAKE, swimming, water skiing, etc.

The town of Hope is a summer tourist resort and there are plenty of motels, restaurants, etc. For those wishing to rough it there are government campsites within a few miles, a KOA campsite opposite the airport, and there is enough space around the clubhouse for those who wish to stay close to the centre of the activities to pitch a tent or park the camper.

For more information contact

Garnet Thomas (Course Director) 16623-93A Ave, Edmonton T5R 5K1 Lloyd Bungey, General Delivery, Port Mellon, BC VON 2S0 (604) 884-5341 (H)

AIP Canada Amendments

by Ian Oldaker

Transport Canada issued a new publication in September 1980, called the Aeronautical Information Publication (AIP) Canada. It consolidates pre-flight reference materials into one publication, and it comes in a ring binder allowing easy insertion of amendment pages. Amendments will be issued every 56 days so it will truly remain up-to-date, provided of course that each of us keep our copies updated.

The AIP text is in plain rather than legal language. It contains Air Regulations, Air Navigation Orders, etc., of interest to pilots and it replaces the Flight Information Manual. Although the editors of AIP have taken liberties to make the text readable, pilots are still responsible for complying with the Air Regs., ANOs, etc. The relevant section numbers of the Air Regs., etc., are quoted to allow easy reference.

The AIP is provided to all Canadian licensed pilots and navigators, and will automatically be sent to newly licensed pilots. If a licence lapses the amendment service will cease after 6 months.

AIP AMENDMENT NO. 1/81

Note: Only items of interest to glider pilots and/or gliding operations will be mentioned; pilots receiving amendments should however be careful to review the complete list of changes, and to enter them into their AIP.

- The section on aeronautical charts has been updated to include current dates & prices. Data on the new Visual Navigation Chart (VNC) series has been added. The Toronto chart, AIR 5000, is to be re-issued in Jan 1981. Charts in the same series are to be issued for Montreal in April, for Vancouver in February and for Winnipeg in March this year. These charts will eventually replace the more familiar Canadian Pilotage Charts.
- In the AIR section the article on "Wake Turbulence" has been reduced to cover only the theory and effect of this form of turbulence; makes good reading for the written exam.
- Of interest to clubs using towplanes refuelled from drums is the section on fuel handling. This has been rewritten to include a "caution" regarding the use of chamois — in the AIR section. □

Glider Daily Inspection Book — New

During 1980 the Vancouver Soaring Association used the British Gliding Association's "Daily Inspection Book" for record keeping. Based upon this experience we have now published our own book.

The book contains a page of instructions for the Daily Inspection of the particular aircraft type (Blanik, 1-26, Pilatus) together with printed pages for the logging of deficiencies and minor maintenance. This system has proven to be of great value to the maintenance director in staying on top of the wear and tear.

We are now offering copies of this book for sale to other clubs for their benefit and to defray our publishing costs. This book is a 5" x 8" plastic bound 3-ring binder so that it can be kept in the aircraft. It contains log pages sufficient for 100 flying days.

As a part of a conscientious preventative maintenance program this book has helped our club reduce the down time for unscheduled repairs and improved the condition and safety of our aircraft.

The book is offered for sale for \$7.50

Refills are available at \$4.00

To purchase copies of this book write to:

Vancouver Soaring Association
c/o Linda Kunster
204-2535 Alberta Street
Vancouver, BC V5Y 3H2

BAIC, CANADAIR & "200" TROPHIES

The BAIC Trophy

is for the pilot making the best flight of the year.

The CANADAIR Trophy

is for the pilot making the FIVE best flights of the year.

The "200" Trophy

is for the pilot who, having logged less than 200 hours total time at the beginning of the year, makes the FIVE best flights of the year.

Scoring:

1. Altitude gain	1.00 points/50 m
2. Free distance	1.00 points/km
3. Prescribed area distance	1.00 points/km
4. Distance to goal	1.25 points/km
5. Triangle	1.50 points/km
6. Out and return	1.50 points/km
7. Incompleted triangle or out-and-return:	
Distance to turn points reached	1.25 points/km
Distance after last turn point	1.00 points/km

Rules:

1. All flights to originate in Canada
2. All goals and turnpoints must be declared before take-off.
3. Turnpoints for the prescribed-area-distance task must be declared before take-off but may be visited and revisited in any order subject to the requirement that consecutive turnpoints shall not be less than 50 km apart.
4. Evidence of take-off, landing, turnpoints and height gains shall comply with FAI rules.
5. Only height gains require barograms.
6. Flight claims should be sent within a reasonable period to Jim Oke, c/o General Delivery, Southport, Man, R0H 1N0, so that they can be reported in **free flight**. Claims must be sent in during the year in which the flight was made.

FLIGHT REPORT FOR BAIC, CANADAIR, AND "200" TROPHY CLAIMS

Pilot _____ Flight Date _____

Sailplane Type _____ Registration _____

Place name of	Latitude	Longitude	Leg Distance
Starting			X X X
1st Turn			km
2nd Turn			km
3rd Turn			km
4th Turn			km
5th Turn			km
6th Turn			km
Landing			km

Altitude at low point after release _____ m Subsequent maximum altitude _____ m

Points Claimed

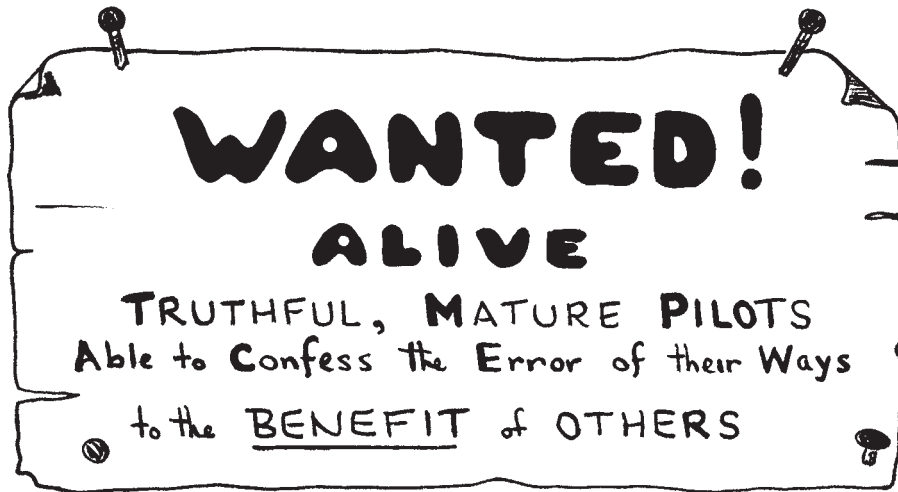
<ol style="list-style-type: none"> 1. Altitude Gain _____ 2. Free Distance _____ 3. Prescribed Area Distance _____ 4. Distance to Goal _____ 5. Triangle _____ 6. Out & Return _____ 	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Height Gain _____</td> <td style="width: 50%;">m @ 1.00 pt/50m = _____ points</td> </tr> <tr> <td>Distance _____</td> <td>km @ 1.00 pt/km = _____ points</td> </tr> <tr> <td>Total Distance _____</td> <td>km @ 1.00 pt/km = _____ points</td> </tr> <tr> <td>Distance _____</td> <td>km @ 1.25 pt/km = _____ points</td> </tr> <tr> <td>Triangle Distance _____</td> <td>km @ 1.50 pt/km = _____ points</td> </tr> <tr> <td>T.P.'s Reached _____</td> <td>km @ 1.25 pt/km = _____ points</td> </tr> <tr> <td>Dist. from last T.P. _____</td> <td>km @ 1.00 pt/km = _____ points</td> </tr> <tr> <td>Total Distance _____</td> <td>km @ 1.50 pt/km = _____ points</td> </tr> <tr> <td>Distance to T.P. _____</td> <td>km @ 1.25 pt/km = _____ points</td> </tr> <tr> <td>Distance from T.P. _____</td> <td>km @ 1.00 pt/km = _____ points</td> </tr> </table>	Height Gain _____	m @ 1.00 pt/50m = _____ points	Distance _____	km @ 1.00 pt/km = _____ points	Total Distance _____	km @ 1.00 pt/km = _____ points	Distance _____	km @ 1.25 pt/km = _____ points	Triangle Distance _____	km @ 1.50 pt/km = _____ points	T.P.'s Reached _____	km @ 1.25 pt/km = _____ points	Dist. from last T.P. _____	km @ 1.00 pt/km = _____ points	Total Distance _____	km @ 1.50 pt/km = _____ points	Distance to T.P. _____	km @ 1.25 pt/km = _____ points	Distance from T.P. _____	km @ 1.00 pt/km = _____ points
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T.P.'s Reached _____	km @ 1.25 pt/km = _____ points																				
Dist. from last T.P. _____	km @ 1.00 pt/km = _____ points																				
Total Distance _____	km @ 1.50 pt/km = _____ points																				
Distance to T.P. _____	km @ 1.25 pt/km = _____ points																				
Distance from T.P. _____	km @ 1.00 pt/km = _____ points																				

Verification

Take-off Certificate O/O No. _____	Signature _____	Landing Certificate O/O No. _____	Signature _____
Task Declaration O/O No. _____	Signature _____	Barogram O/O No. _____	Signature _____
Turn Point Photos O/O No. _____	Signature _____	Distances Claimed O/O No. _____	Signature _____
PILOT'S SIGNATURE _____ DATE _____			

SAFETY COLUMN

by Eric Newsome



IS YOUR HEAD ON STRAIGHT?

by Eric Newsome

- A sailplane races in for a low, fast finish and suddenly, with drag chute streaming, dumps heavily two fields short.
- Another sailplane makes an apparently normal approach and floats on and on to finally land in a field over the far boundary.
- Yet another sailplane, landing out, catches a wing-tip in tall crops and groundloops with devastating results and,
- A fourth sailplane on a straightforward local flight fails to make it back to the field and is practically demolished attempting a landing in a small bush clearing.

Odd how we say sailplanes did the above — there were pilots around too; four of them and they ranged in experience from just under six hundred hours to well over a thousand hours. Diverse though the accidents were, all have a common thread, that of an unusual degree of stress on the pilot immediately before the event.

DRAG CHUTE STREAMING

The pilot making the racing finish writes, "I pulled the water ballast cable which inadvertently caught the knob of the drogue chute lever, opening the chute." The mechanical possibility of this happening must always have been there, water had been dumped before with no problem, why now? One would wonder in the exhilaration of a fast low finish with your rival for first place also on finish a couple of miles back (he didn't cross the finish line either) how precise and selective a grab for the water ballast control would be. Am I second guessing, or was stress a vital factor?

FLOATS ON AND ON

The sailplane overshooting the entire field did so because the pilot was operating the flap lever instead of that for the spoilers and then failed to take any other corrective action when

it became obvious that nothing much was happening. In his report the pilot mentions that the stress factor had been higher than usual during the flight. There had been some unusually violent movements experienced while checking spin characteristics, there had been a good deal of hand-changing on the control column at low altitudes brought about by the necessity to make two radio contacts with a badly placed microphone, and on the downwind check a radio message from the ground disturbed the sequence of the check and the spoiler check was omitted which would have caught any error in lever selection.

CATCHES A WING TIP

The pilot landing out made his initial circuit too high and had to sideslip to get rid of excess height. Further concern about the length of the landing run brought about a change in the intended touchdown point and course was changed to touch on a soft spot to "get ploughing effect from the wheel". The wing tip then caught in crops and a groundloop occurred. A simple case of misjudgment? Possibly, but with the further complication of stress, the pilot notes 'fatigue and frustration' brought about by a difficult flight made on the third attempt after two relights.

FAILS TO MAKE IT BACK

In the final accident the pilot reports, ironically, "I was mentally well prepared for the biggest goof in my flying career." The 'preparation' consisted of intense pressure to complete a new glider trailer to house a new glider intended to be flown in the Nationals; a rush to get practice in the new ship and get the instruments right in the week left before the competition, complicated by an incident on the previous day which had put the towplane out of action at a camp some distance from the main airfield, so cutting off practice. A quick return to the main field in time for the next day's flying made a little more time possible but the head of frustration built up also

made possible a simple error in how much height was needed to get back to the field over territory with few safe outlanding possibilities.

WHY

Four experienced pilots, committing elementary errors which, incidentally, they do not try to excuse in their reports. The common factor, it seems to me, is an unusual level of stress that seems to have limited the range of observation and precluded clear thinking to the point where one error piled on another until an accident was almost inevitable. I would suggest that there were several other accidents of this nature last year, involving experienced pilots, which fit into the same general category, on which no reports were received.

What to do about such accidents is the problem. Two of them had mechanical problems as contributing factors. Check the glider you usually fly — any potential problems? What about microphone placement? Many sailplanes seem to have pockets on the right hand side that become the resting place for the 'mike'. Changing hands on the stick to fiddle with a mike is not usually a problem — except when you need problems least! Fix it.

For the main problem — that of mental stress — I have no neat, simple answer. It is obvious that you shouldn't fly if you don't feel good about it, but how many competition days have been missed for such a reason, to give an obvious example. No one takes off with the intention of getting into stress-causing situations which might later cause errors in judgment — but it happens. To suggest that pilots shouldn't get uptight about things that happen in the air is about as useful as telling people not to worry when their world is collapsing about them.

Perhaps you can give your views on the problem and its solution; or is it enough to point out that if such events can happen to pilots of vast experience you are not infallible. It can happen to you; be sure that it doesn't. □

SOME THOUGHTS ON SAFETY

by Ivor David

It is impossible in one article to give you a thorough treatise on aviation safety, with of course emphasis on soaring. There are many factors that go towards making a person's flying career a safe one.

Here are some ideas as to what I believe makes a safe pilot. These ideas have been gathered during my 14 years of flying, both gliders and powered aircraft. Many of the points mentioned are from my own experiences, but most are from the experiences of others and have been extracted from numerous articles on flying safety. The points discussed by no means encompass the whole field of aviation safety, but hopefully will give you some food for thought.

The basis of flight safety is having the proper mental attitude. This attitude is derived from three basic areas:

- a) Environmental factors, i.e. the kind of responses which are demonstrated by our peers to particular situations, such as their reaction if we prang one of the club aircraft

SAFETY COLUMN (cont'd)

- b) The learned factor, which relates to the way our training has taught us to respond
- c) Time and experience

There is no doubt that it is the mental attitude that is the predominant factor in flying safety. While in power flying there are a fair number of mechanical things that can contribute to accidents (although many are pilot induced, such as running out of fuel), in gliding it is reasonable to say that virtually all accidents are caused by the pilot. Even the rare occurrences of structural failure are normally caused by the pilot exceeding the flight limitations of the aircraft. So by far the major effort to improve flight safety must be directed to the pilot.

Let's look at a typical day in the life of a glider pilot. We'll follow him through his activities and discuss briefly the areas where the right mental attitude can mean the difference between an enjoyable day, and one that could end in disaster. Assume that this pilot is you.

PRIOR TO FLYING

While you are driving to the airfield, how do you feel? Do you feel tired, or worried about family or business matters? Are you coming down with a cold or other ailment? Do you feel that you don't really feel up to flying today? What about little warning signs like almost going through the stop sign that you have regularly stopped at for the last ten years? Anything that has the potential for distracting you from the concentration required for flying should be considered very carefully before committing yourself to flying. If in doubt — don't fly.

AT THE AIRFIELD

The daily inspection of an aircraft is something that must be carried out with extreme diligence. When you do this job, just remember that if that aircraft is involved in a fatal accident that day, it is YOU that will have to attend the inquest to answer such questions as "Are you sure that the nut on the wing strut bolt was secure". Not the CFI or an instructor, but YOU.

THE AIRCRAFT

How current are you in the aircraft you are going to fly? (oh, I flew the 1-35 once, two years ago, so I should be okay). If this is your answer then you had better get another briefing. This is an area where pride should take second place or it could become a killer. How many of us don't like to ask questions such as "What is the proper procedure for operating the flaps", or "Is there anything tricky about this aircraft?" Never be too proud to ask a question that relates directly to the safety of your flight.

BEFORE FLYING

Many students feel that once they have soloed, that is the last time they will fly with an instructor. If an instructor does not ask to fly with you, then go and ask him. A check ride costs no extra, and is much more effective than paying a higher insurance premium, which doesn't help you any, only your beneficiaries. Is there some aspect of flight with which you are a little uncertain? If there is, then find out by asking an instructor or reading about it. It is not sufficient to fly by numbers. You must know how an aircraft

flies, under all flight conditions, and you must know about the effects of the atmosphere on the performance of the aircraft. Things such as the effects and dangers of thunderstorms, the effect of a wind gradient, the dangers of a skidding turn, the importance of angle of attack, must be second nature to you. So if you don't know— find out.

Before flying, assess whether the prevailing weather condition is one that you can handle. If you haven't flown in 25 knot winds before, go up with an instructor first. Don't get in out of your depth.

IN FLIGHT

The primary safety rule when flying is to fly within your own limitations and those of your aircraft. Don't do anything which you are not sure is 100 percent safe. Don't do anything that you have never been taught, and taught properly. Aerobatics are NOT self-taught! If the weather conditions show signs of deteriorating below limits you are familiar with, land immediately. It is better to lose 10 minutes of a flight than to have to spend thousands of dollars and months of time repairing an aircraft you damaged through landing almost blind in heavy rain.

GENERAL

It is generally accepted that glider accidents are precipitated by some human failing. Pilots who have lived through accidents generally knew what had gone wrong. They were often aware of the hazards at the time they elected the "wrong" course of action but in the interest of expediency, cost saving, self gratification, or similar irrelevant factors, the wrong course of action was nevertheless selected.

It is a well established fact that our emotional make up is largely responsible for the accidents we get into. Few of us are mentally ill, but neither are any of us perfectly balanced. The following list was assembled as the result of an international study on accident proneness. If you fit several of the characteristics you are likely to be accident prone. If you fit only one, you may still have an accident:

- The selfish or self-centred person
- The highly competitive person
- The overconfident, self assertive person
- The irritable or cantankerous person
- The person who harbours grudges and resentments
- The blame avoidant person who is always ready with excuses
- The intolerant and impatient person
- The person with a resistance to authority
- The frustrated and discontented person
- The inadequate person with a driving need to prove himself
- The extremely anxious, tension-ridden and panicky person
- The person who is unduly sensitive to criticism
- The helpless and inadequate person who is constantly in need of guidance
- The chronically indecisive person

Perhaps one of the main differences between a safe pilot and the accident prone pilot is that the safe pilot has good judgment. The best way to learn good judgment is through flying.

You don't have to fly every day to be good — to be sharp, but you do have to fly and practise often. Practice makes better pilots. What is needed then, is to gain exposure to flying in small, digestible chunks, and to effectively evaluate those experiences. Good judgment is developed in the following ways:

Learn the correct mechanics of flying the first time around.

Get thoroughly checked out by a competent instructor.

Keep your knowledge current through study, and maintain your flying skills through practice. View your licence as a "licence to learn" more.

Take on new experiences such as weather, aircraft type, etc. one step at a time.

Fly with an instructor once in a while.

Learn from the experiences of others— both the good and the bad. There is no need to duplicate mistakes.

Read all the safety related material you can get your hands on. The COPA flight safety bulletins, and Transport Canada's Aviation Safety Letters are excellent safety orientated publications.

COGENT COMMENTS & APT APHORISMS

One of the easiest ways to remember the basics of aviation safety is through the use of maxims and aphorisms. The following are, in my opinion, some of the best:

1. Learn from the mistakes of others; you won't live long enough to make them all yourself.
2. It is better to be on the ground wishing you were in the air, than in the air wishing you were on the ground.
3. Aviation in itself is not inherently dangerous, but it is terribly unforgiving of any carelessness, incapacity, or neglect.
4. Before you fly ask yourself— "Would I recommend to my best friend that he fly under these conditions" — React accordingly.
5. Flying is for those who are willing to be just a little more careful.

Another Limerick

by "Phredde"

The wave gap was open awhile,
so he charged through and went up
a mile,
the window closed fast,
he sure was aghast,
if you fly, don't copy his style.

CLUB NEWS

REGINA GLIDING & SOARING CLUB

The highlight of the annual meeting was the awarding of trophies for the 1980 season. Dave Collard won the Sask. Soaring Trophy which is open to any Saskatchewan pilot; the points are based on mileage (kilometrage?) with bonus for goal or return goal achieved. Rene Bolt received the Bob Shirley Award which is open only to club members flying club equipment. It is also limited to pilots with a Silver or 'C' or less prior to the soaring season. This trophy provides an incentive to newer members and gives them something to shoot for in their first year or two of flying. Collard's long suit was a persistent effort with his Cherokee to an O&R Diamond, then a goal flight of 168 miles to Brandon plus a straight-out of 220 miles. Other club members made substantial flights as well: Dennis Miller made the same O&R Diamond as Dave, while Norm Beug in his 1-23 got shot down in the same flight the next day, just 16 miles short of the return goal. Keith Williams (Saskatoon club) flew 270 miles from Saskatoon to the USA border, but chickened out at the fence as he was unfamiliar with the regulations and feared the worst. Too bad, a Diamond may have been lost!

Competition for the Bob Shirley Trophy was hot and heavy with four members in the running. Each of these pilots made a flight in the 50-100 miles category including some goal flights as well as some local soaring (time and altitude points can count as alternates to distance). It is encouraging to see the increase in club soaring activity after its complete lack for so many years.

The club equipment sustained considerable hail damage last year during a storm. The 1-23 suffered a similar fate. Refinishing and some recovering is being done over the winter on the 1-26, 2-33, and Super Cub, so the equipment should be like new for 1981.

Financially the club did not fare too well last year; for the first time we suffered an operating loss. This was directly related to the meagre amount of training provided. This year the club has launched a strong recruiting campaign to bring in new members. In the recent Sportsman Show in Regina, the club operated a display booth, handed out brochures, and talked about the sport to anyone who was interested. We also expect to display one of our gliders in a large shopping mall.

The club will again operate from the Indian Head airport just north of the Trans-Canada Highway, 3 miles east of Indian Head, or 50 miles east of Regina. We fly on Saturdays and Sundays (in good weather), so if you happen to be in the area, please drop in.

H.A. Eley

RIDEAU VALLEY SOARING SCHOOL

This will be our fifth year of soaring at Kars International! We have come a long way from a single towplane and a leased 2-33 from North Bay. We were flying off a freshly seeded field with many low spots full of water which were

eventually filled, drainage tile laid down and all disturbed areas reseeded. We then leased a Blanik from Belleville and the directors purchased a 1-26 and a 2-33. The leased 2-33 moved to Toronto and is presently used by Air Cadets. We flew 700 flights in our first season.

It is my sincere wish that we continue to attract responsible, enthusiastic people who, like you, ask what can I do to help the sport of soaring and thus ensure the continued expansion of RVSS and Canadian soaring.

We will not purchase a new Schweizer 1-36 as the Wintario grant is not available to cover 50% of the cost of a glider. Instead, the club will purchase the 1-26, all flying income derived from it will go towards its purchase, along with the 1-36 fund, income earned, from "Introduction to Soaring" weekends (*more in this issue, page 11*), future membership, and mandatory loans.

Events: June 6-7 weekend 'Introduction to Soaring'; June 8-12 and Aug 3-7 Flying Weeks. Those Flying Weeks are a great opportunity to get your 5 hour duration flight as this, and rigging the 1-26, are prerequisites for X-C flying.

We plan to have instructors' meetings to upgrade the instruction quality and to make sure our instructors are insisting on safe flying.

The exhibit at the Sportsman's Show in February was jointly sponsored by the Gatineau Gliding Club, SAC, and RVSS. The movie "Dawn Flight" was a real crowd-stopper and I hope that we explained that we do not fly that way at Kars! Now, we must take the time to talk to all those prospective members when they visit the club. Remember, if they have taken the time to go to the club, they must be interested!

The towplanes have had their yearly big maintenance check done and both the 1-26 and the 2-33 have been recovered. The tractor will also be overhauled in order that we can maintain our golf club appearance. The 2-33 trailer has been modified to accommodate the 1-26.

We would greatly appreciate your ideas as to how we can improve the club and its operation. Why not visit other clubs and see how they operate?

Glenn Lockhard
President

GATINEAU GLIDING CLUB

The reknowned GGC forms a group of 48 members flying out of a former air force base at Pendleton, Ontario. Besides a pretty and first-class equipped clubhouse (kitchen, washrooms, shower, fireplace, bar) they enjoy a great trailer park and a swimming pool for those who are haunted by heat and mosquitos and flies. Many of you know this resort from the Eastern Instructors Schools and even more of you may enjoy these facilities during the 1981 Eastern Regionals from 20 June to 6 July 1981 (*details on the back of this issue*).

In 1980 the club acquired a Standard Jantar as club single seater. It's a great ship and everybody is happy with it. 12 pilots flew 12,605.6 km X-C last season, an average of 150.07 km. Seems that X-C flying is coming!

Ulli Werneburg says: other than cross-country flying, all totals were down during 1980. We will have to make serious efforts at increasing our membership during 1981. This may be difficult since people still think that gliding is a sport which costs much time and money.

Ulli will be representing Canada in West Germany this year, good luck to you!

SOSA

SOSA is one of those clubs in Canada with a great variety of members from world contest pilots (like Hal Werneburg, now in Calgary; Dave Webb and his Tinbus; Paul Sears), eager X-C flyers, and of course neophytes. They have no difficulty obtaining new members each year, however they lose about 30% over the same time. They only limit new ab-initio members when the two 2-33s become saturated, usually about mid-June to early July.

Flying in 1980 was not very good in southern Ontario, but SOSA was well represented at Claresholm, site of the Nationals 1980, with ten of them managing to carry off a fair chunk of the silverware!

They own approximately 120 acres near Rockton, Ontario, SW of Toronto, with three runways of 2800, 2600, and 1700 feet, two hangars, and a clubhouse with washrooms and showers and a permanent complement of about 30 house trailers.

They enjoy a proud fleet of nine club gliders (and about 30 privately-owned ones) shared by about 150 members for \$235/year including the SAC fee.

But these figures are not only to show off. A lot of improvement and work on the ground facilities and painful lessons learned are reflected in the annual report, and I like to quote a few:

D. Ferguson, CFI: "The season started off badly when the green towplane was nosed over in soft ground. The pilot attempted to get out of the soft spot by increasing power when it suddenly happened."

H. Kurbis, CTP: Lesson learned: "stay on dry ground and do not attempt to remove aircraft with power."

"The towplane was barely back in service when the aircraft struck the ground during sideslip. The pilot claims he was in either a wind shear or down draft for he could not recover from the sideslip in time." Lesson learned: "always leave enough height to recover from a sideslip." "Maybe, as the result of the disciplinary action taken, or because the towpilots were becoming more aware of their vulnerability, we suffered a shortage of active towpilots for awhile. This was when a lot of people began to realize that we take this group of members too much for granted." "New instructors would do more duty days than the more experienced instructors or instructor/towpilot. It appears to have

HANGAR FLYING

SPECTRE WINS GOVERNMENT GRANT

Dave Marsden's SPECTRE project passes a major milestone in recently winning a government grant for the building of a prototype geared to Canadian commercial production. The SPECTRE is a new variable-geometry wing 15 Metre Class sailplane.

CLUB NEWS (cont'd)

worked well and certainly provides better coverage of the flying operation."

A newly found "team spirit" developed which in turn introduced a most desirable element, namely that of attitude. This is one of the most important factors safety conscious pilots must possess."

YORK SOARING 1980

No Accidents in 1980! Let us be determined to maintain this safety record!

The new clubhouse and hangar are now finished, except for the hangar floor. No doubt next year will see that finished.

Recruiting of as many new students as possible every year, promoting of the Air Cadet program and "Intro" flying not only have to be done, but are vital for the survival of our club as we now know it.

York Soaring has now also an aerobatic training program, organized by Manfred Radius, who as you know, has already taken part in the world glider aerobatic championships a couple of times. This is an opportunity of a lifetime that you should not pass up.

• **Feminine Dual O&R Record**

Pelagia Majewska/Violetta Malcher, flying a Halney, set a new two-seat Feminine World record of 617.43 km from Leszno to Milomlyn (Poland).

• **Pik Factory Shuts Down**

Finland's Eiriavion is selling production rights for the PIK-20E to the French Siren company. When the last Finnish-built 20Es are delivered this spring, total production of PIK-20 variants will have reached 409, of which 102 will be motorgliders.

• **Everyone to Narromine**

Blaniks are used for ab-initio training and first solo. Larks are used for visitor check-outs and low-time solos. First solo sailplane is the Astir CS. The Janus is a big, beautiful ship. It is used for cross-country training, two-place record attempts and Open and 15 m Class check-outs. All ships have audio varios, audio speed to fly and radios, plus full conventional instrumentation.

• **Paul MacCready "Inventor of the Year"**

Paul MacCready was chosen Inventor of the Year for his work with light-weight aircraft. This honour was awarded 8 February 1981 in Arlington, Va.

Paul achieved international fame in 1977 when his Gossamer Condor made the first sustained, controlled flight by a heavier-than-air craft powered solely by the pilot's muscles.

In addition in 1979 Paul's Gossamer Albatross made the first crossing of the English Channel by a human-powered aircraft.

• **83 World Champs in Argentina**

Jan 9-30 1983 are the dates for the World Gliding Championships at La Cruz, near Cordoba, 850 km NW of Buenos Aires, Argentina.

• **Australia Boycotts Paderborn**

The Australians will be present as observers only due to its government's hard line concerning sporting links with South Africa (a referendum amongst the Australian gliding fraternity was evenly split between defying the government and complying with its policy).

• **Paderborn Items**

— Prince Philip and Neil Armstrong announced their attendance

— The Chinese will again have observers on hand

— Klaus Holighaus and Bruno Gantenbrink will both fly the NIMBUS-3 (best L/D 1:55 at 125 km/h, wing span 22.9 m). See Technical Notes on page 14.

— 99 pilots from 30 nations will participate, also Chile, Peru, Hungary, Egypt, Guernsey (an island in the English Channel).

— 42 pilots will compete in the Racing Class, 35 in Standard Class, 22 in Open Class.

— The 1985 World Championships are attracting announcements of contenders. Italy and Australia have announced their intentions of applying.

IMPORTANT NOTICES

1. Due to apparent lack of interest and applications, the Cross Country Coaching Course scheduled for Rideau Valley Soaring School at Kars has been cancelled.

2. The National Office will be moving effective 16 June 1981. Until further notice please use Box 1173 Stn B, Ottawa, Ont. K1P 5A0.

WIND BE MY HARVEST

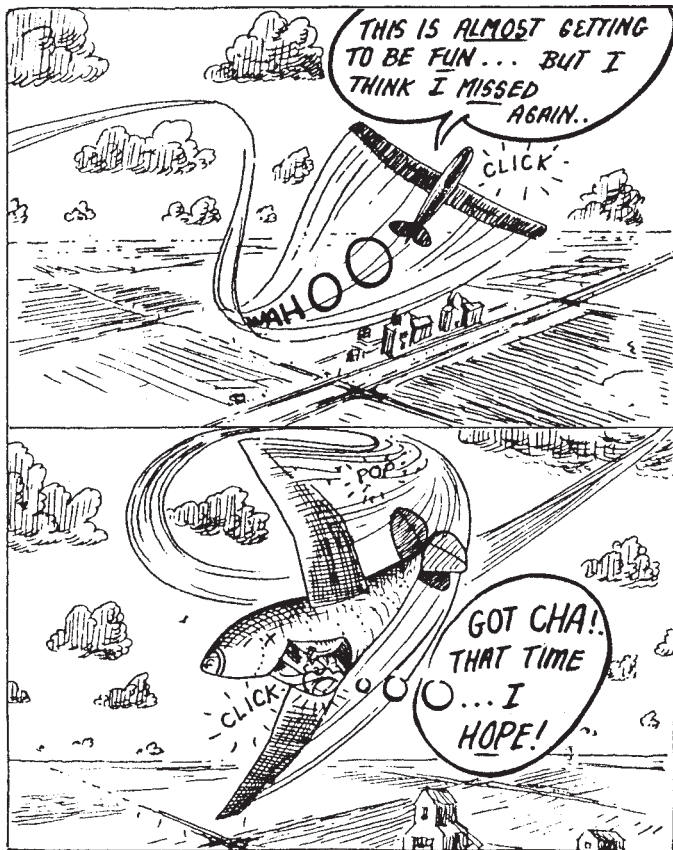
by Seth Schlifer

The wind whistles softly, the air it does sing,
With each passing sigh, it brings life to my wing.
Wind be my harvest, drift me away,
Spiral on higher on pillars of sky.

Climbing on higher, I've answered the dare,
Poised above landscape, dragged my soul through the air.
Wind be my harvest, drift me away,
Spiral on higher on pillars of sky.

To receive the gulls greeting, a screech and a wink,
I've been asked to join them and forget my earthly link.
Though their offer be tempting, I must sorrowfully decline,
But I revel in the knowledge that is theirs and that is mine.
Wind be my harvest, drift me away,
Spiral on higher on pillars of sky.

The sun lifts me higher, its siren call loud.
It beckons "fly on higher, come and sample every cloud."
After answering the sun call, doing just what has been said,
The sun slides down from lofty perch, so I also must descend.
Wind be my harvest, drift me away,
Spiral on higher on pillars of sky.



Our hero attempts turnpoint photography for the first time. For more of his adventures get a copy of "YAWSTRING" by Tenrag and help the Canadian Team. Send \$5.00 (tax deductible) to Soaring Association of Canada, Box 1173, Stn B, Ottawa K1P 5A0

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Box 201, Port Alberni, B.C. V9Y 7N7
BULKELEY VALLEY SOARING CLUB
Box 474, Smithers, B.C. V0J 2N0
NORTH OKANAGAN SOARING CLUB
Mrs. L. Woodford, Grindrod, B.C. V0E 1Y0
SWANSEA SOARING SOCIETY
P.O. Box 716, Invermere, B.C. N0A 1K0
VANCOUVER SOARING ASSOCIATION
Box 3651, Vancouver, B.C. V6B 3Y8
WIDE SKY FLYING CLUB
Box 6931, Fort St. John, B.C. V1J 4J3

COMING EVENTS

June 6-7, '81. Introduction to Soaring, hosted by Rideau Valley Soaring School (RVSS) (more on page 11, Glider Fly Day). Contact Larry Rowan, Box 93, RR #1, Kars, Ont. K0A 2E0.

May 16-18, '81. **Innisfail May Meet** and Provincial Championships, hosted by Edmonton Soaring Club (ESC), Innisfail, Alta. Contact Dave Lacy, 12137-87 St., Edmonton, Alta. (403) 471-3722.

Both contests are held at the same time and place, for many it is just a gathering for non-competitive flying and some training. The Alberta Championships are for competitors in XC contest.

May 16-22, '81. **Eastern Basic Instructor Course**, hosted by York Soaring, Arthur, Ont. (details in issue 1/81). Contact your CFI.

Mai 23-34, '81. Visite des clubs voisins avec leurs appareils Aéro-club des Outardes, St-Gabriel de Brandon, Que. (514) 836-3650 Francine Trudel.

May 24-June 7, '81 17th World Gliding Championships, Paderborn, W. Germany. Contact Al Schreiter, 3298 Lone Feather Cr., Mississauga, Ont. L4Y 3G5

May 30, '81. XC Clinic (Mini-Contest), hosted by ESC, Chipman, Alta. Contact Dan Pandur, 7103-180 St., Edmonton, Alta. (403) 481-2822.

May end, '81. Oshawa Air Show with "Wings of Man", Oscar Boesch, assisted by Kawartha Soaring Club, Box 168, Omemee, Ont., K0L 2W0. Contact H.E. Ksander.

June 8-12, '81. RVSS Flying Week, Kars, Ont. Larry Rowan, Box 93, RR #1, Kars, Ont. K0A 2E0.

June 20-21 and June 27-28, '81. **BC Soaring Championships** and Thermal Soaring Meet, hosted by Vancouver Soaring Association (VSA), Princeton, BC — Blacktop runway, quiet airport in rolling range

land and mountain valleys. Contact Peter Timm, 9280-168th Street, RR #10, Surrey, BC. V3S 5X7 (604) 576-9646 H.

Juin 21, '81. Demonstration de vol-à-voile à Trois Rivières, dans la semaine aéronautique. Contacter Francine Trudel (514) 836-3650.

June 27, '81. XC Clinic (Mini-Contest), hosted by ESC, Chipman, Alta. Contact Dan Pandur, 7103180 St., Edmonton, Alta. (403) 481-2822.

June 27-28, '81. Cu Nim Competition Weekend, Black Diamond, Alta. Lee Coates (403) 242-3056 H.

June 20-July 6, '81. **Eastern Regional Championships**, hosted by Gatineau Gliding Club, Pendleton, Ont. Contact Phillip White, 3 Eleanor Drive, Nepean K2E 6A3 (more on back cover of this issue)

June 29-July 3, '81. Flying Week, hosted by Winnipeg Gliding Club (WGC). Contact Frits Stevens, 302 Boreham Blvd., Winnipeg, Man. R3P 0J6

Juillet '81, "Soirée Bavaroise" Invitation à tous les vélivoles et leurs amis(e). Activités constante en juillet. Record en altitude à battre en juillet '81 8050', en une (1) heure vingt (20) minutes; 2 personnes. Contacter Francine Trudel (514) 836-3650 St-Gabriel-de-Brandon, Que.

July 5-11, '81. **Western Basic Instructor Course**, hosted by VSA, Hope, BC. Contact Garnet Thomas, 16623-93A Ave., Edmonton, Alta T5R5K1 (see details this issue page 16).

July 13-24, '81. **Western Regional Championships**, hosted by Manitoba Soaring Council, Carman, Man. Contact Jeff Tinkler or Russ Flint (more on back cover of this issue).

July 25, '81. XC Clinic (Mini Contest) hosted by ESC, Chipman, Alta. Contact Dan Pandur, 7103-

180 St., Edmonton, Alta. (403) 481-2822.

July 25, '81. Alberta **Provincial** Instructors Seminar, hosted by Edmonton Soaring Club, Chipman Gliderport, Alta. Contact Garnet Thomas, 16623-93A Ave., Edmonton, Alta. T5R 5K1

This seminar is intended to deal with some controversial and troublesome topics for instructors and to include some flying sessions and participation in ESC monthly BBQ.

Aug '81, Hope Training Camp, hosted by VSA, Hope, BC. Contact Dennis Vreeken, 205-131 West 6th St., North Vancouver, BC V7M 1K5 (604) 988-7057

Aug 3-7, '81. RVSS Flying Week, Kars, Ont. Larry Rowan, Box 93, RR #1, Kars, Ont. K0A 2E0.

Aug 3-7, '81. Flying Week, Winnipeg Gliding Club. Contact Frits Stevens, 302 Boreham Blvd., Winnipeg, Man. R3P 0J6

Aug 29, '81. XC Clinic (Mini Contest) hosted by ESC, Chipman, Alta. Dan Pandur, 7103-180 St, Edmonton, Alta. (403) 481-2822

Sept 5-7, '81. XC Clinic (Mini Contest) hosted by ESC, Chipman, Alta.

Sept 26, '81. Wave Flying Seminar, hosted by ESC, Chipman Gliderport, Alta. Contact Dave Lacy. 12137-87 St., Edmonton, Alta. (403) 471-3722

Sept '81. BC High Altitude Training Camp, Hudson Hope, BC. Hosted by Wide Sky Flying Club, Box 6931, Fort St. John, BC V1J 4J3

Oct 3-4, '81. SAC Directors Meeting.

Oct 9-12, '81. Cowley Wave Camp, Cowley, Alta., hosted by Alberta Soaring Council. Contact Dave Lacy, 12137-87 St., Edmonton, Alta. (403) 471-3722