

free flight • vol libre

5/84 Sep-Oct



MUSINGS

Last year at this time, among other items, I responded to a challenge from Karl Doetsch to state the goals of the current Board. It seems appropriate to look at the stated goals to see "howgozit"!

Improved Safety Last year was an improvement over the previous in terms of mechanical damage. Our dollar claims were lower. Fewer also flew. Unfortunately, two died. To date this year our dollar claims are a bit below last year and, thankfully, no fatalities. We have no room for complacency though. Our American colleagues have had six fatalities so far this year and three contest mid-air. Your Safety committee is working hard to help (see John Firth's planned article last issue as well as George's inadvertent and unplanned lesson). The committee will be writing more to help us all. You can help by flying safely and, if you do have an incident, write it up and send it to Ian. I did and will. It is nice too that instructor course attendance is up and the Training committee syllabus is being refined. In the long run better instructors will mean better and safer pilots. Keep at it, folks.

Maintenance of Service We had a little rough air in this area when Linda resigned after Jean was appointed Executive Director. As a result we have a new office staff in the persons of Jean and Susan. Given that a year ago neither had the foggiest idea of what it was like to fly in a sailplane, or how our organization really ran, they've done really well. Keep at it, ladies.

There are, however, some disturbing service problems and the solution rests with you and your clubs. Some club treasurers are gems, we receive clear accurate membership and insurance lists and cheques. Everything is neat. Unfortunately, many clubs do a very poor job of providing Jean and Susan with clear, well-stated information. What comes is late and confused; those especially prone to problems seem to be provincial associations. Last year we had clubs who did not pay all their insurance until August, or later. Now you know why our policy was late last year. It won't come until September this year for precisely the same reason. Late payments this year may well result in late payment surcharges next year, and could lead to a substantial reluctance to pay claims if the claim is from a "reluctant" insured. In fact if a late payment pattern is established, the late payer could well have real coverage problems. If you think that this is mean or insensitive, remember that our behaviour, individually and collectively, determines the insurers costs and therefore our insurance rates.

We have a new *free flight* editor in the person of Tony Burton. Tony still doesn't have as many contributions as he would like or the money for colour covers every issue. Nevertheless, he too has done well, and we have the stimulation of his editorial comment.

Competition We had a good Nationals at Virden. Those more experienced than I say it was the best ever. My only regret is that so few (26) came. The write-up in this issue will be a better testimony than anything I could write as tribute to the hard work that made it all happen. A heartfelt thanks to the Winnipeg, Regina and Cu Nim clubs for their towplanes. We all appreciate that it was a real sacrifice for Regina.

The other nice feature of competition this year is that we are seeing more provincial competitions. Alberta and Quebec have had theirs; Ontario will have one on the Labour Day weekend. I hope I see you there.

Improved Membership Some clubs have worked very hard and successfully with mail displays, airshow participation and charity drives. At best, we seem to be holding our own, but it is a battle. We do need better publicity; we really need someone who knows how to utilize radio, TV, the wire services, and newspapers/magazines effectively. We need a good "media-wise" publicity director. Volunteers?

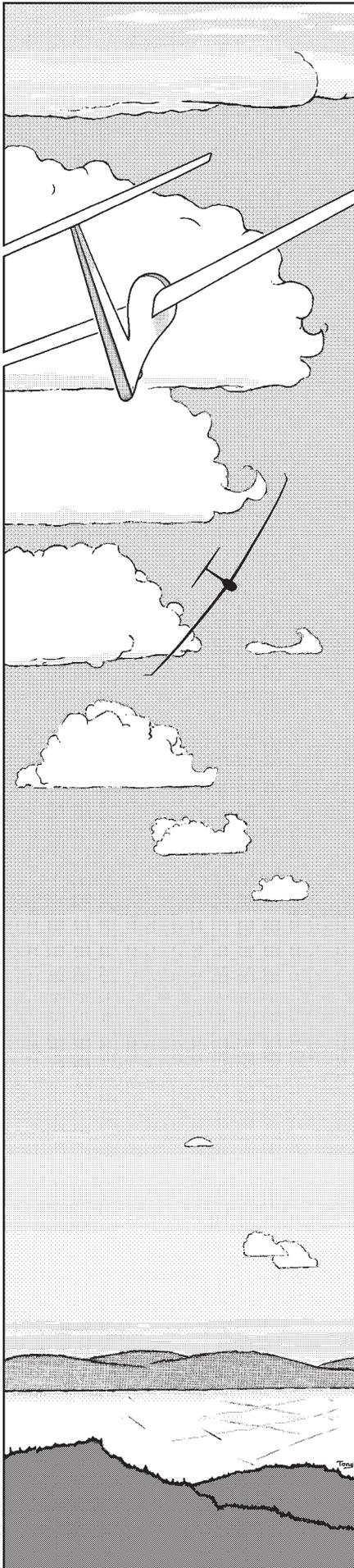
Technical Expertise We're holding our own here. Our insurance policy this year is better than the year before, type approvals continue (the LS-4 is approved and I believe the DG-300 is on its way), and we are expressing our opinions effectively on licensing, radio fees and airspace.

Government Funding We have a \$21,000 grant for travel and block administration. No funds were granted for domestic competition. That was a real disappointment given Sport Canada's stated priorities. We're still trying to find ways of resolving the South African issue. So far no success.

That's it, folks. A little regression, but some real progress. There is always lots to do. Our order of priorities must still be safety, membership, good services and communication followed by good competition, in all of its modes, at all levels.

Fly safely, fly well, above all fly often.





free flight • vol libre

Trademark pending • Marque de commerce en instance

5/84 Sep-Oct

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

- 2 **Borrrring!! ... editorial**
"Platypus"
- 4 **Going for broke**
Nick Bonnière
- 5 **Bumble and the Gremlins — Part 5**
"The case of the Bitten Biter"
Eric Newsome
- 6 **Virden — 1984**
Mike Maskell
- 9 **New Canadian team squad**
- 10 **A Blanik record flight**
Hugh McColeman
- 11 **Almost a soaring story**
Hermann Ksander
- 12 **Are you a flying druggie?**
V. M. Voge
- 13 **Oxygen system safety**
Arnie Mayer

DEPARTMENTS

- 3 Opinions — competition overemphasis, yes and no
- 14 Provincial Association news — Pemberton fly-in
- 15 Hangar Flying — DG-500, HP-22, KC-135 "towplane"
- 16 Club News — unofficial club rules, VSA open house, a Nova Scotia dream
- 18 FAI Badges and Records
- 20 Trading Post

Cover

Dave Marsden (VR) and Mike Apps (AB) fly together over the Assiniboine River Valley near Virden, Manitoba during the Nationals. Only five weeks earlier, they had passed this area on their record 1121 km flight across the prairies. Photo by Mike Maskell.

BORRRRRRING!

"Platypus"

Sailplane & Gliding, Jun/Jul '84

Wandering around the British Gliding Association [AGM] exhibition, I bought an ancient *Sailplane & Gliding* with the results of the 1950 National Championships. Philip Wills knocked off the winner's prize as easily as he penned a page of prose, and gave me to think: why are competition reports of those days – long before even I did my Silver C – so fascinating, and competition reports today so incredibly tedious? (Since I write many competition reports myself I am as much to blame as anyone – if the wretched reporters are to blame at all). It is because competitions themselves are now becoming boring to anyone except the participants – and even to some of them, I suspect.

When Philip Wills flew in his Weihe from Camphill to Boston (Lincs, not Mass.) and nearly made it back, landing with his big wings and tiny airbrakes amongst the stone walls in the little fields at the bottom of the valley, out-and-returns were virtually unheard of. It was something new, not just in contest flying, but in British gliding altogether. When Nick Goodhart declared Portmoak from Lasham in 1959 and made it, using streets, cunims, ridges, wave, indeed every source of lift except sea breeze, we all relived it vicariously – every club pilot learned from it and was inspired by it.

Competitions were where new parts of the country were traversed, new sources of lift explored and where we extended what was possible in the sport. Hence the competition reports were intrinsically interesting to anyone, regardless of whether he was competitively-minded. Now *nothing* new happens in the Championships – because the task setters and the organizers (people like me under my other hat) work manfully to *prevent* anything interesting from happening. If I stood up in front of the Nationals pilots and said, "Today's will be a really different and unusual task...", there would be panic and rage and a lynching would be rapidly organized. Tow ropes would be put to novel use. Seven triangles all going through Husbands Bosworth with 80% finishers is what they want. It's the "Deadly Doctrine" of Moffat, and I was delighted to see Hans-Werner Grosse demolish it [at our AGM].

I'll speak to the affirmative side of the opinions of "Platypus" above, and about the attitudes surrounding competition today.

Once a new competitor feels comfortable with himself in a contest, the tasks are usually "easy", primarily as a result of recent task-setting philosophy. Tasks only get hard when the forecast is wrong and the pilots are forced to do some real soaring along with their racing. The sailplane itself has ceased to be a prime factor in task setting ever since its improved penetration enabled the pilot to stop worrying about just getting to the next thermal and wonder instead if he should even bother with it.

George Moffat, in his book on competitive flying, "Winning on the Wind", argued for the banishment of all tasks that gave an edge to the lucky pilot (although he did recognize that a good pilot made his own luck). Tasks are now almost exclusively closed courses, shorter than the day's weather will allow. These tasks do not routinely test all the skills a soaring pilot is supposed to have. The end result has been dull, dull contests.

Confess now, all you top-tenners: when was the last time you sat bolt upright and started to listen really carefully when the task for the day was announced? When was the last time you started a task with the realization that you would have to do your best just to finish, let alone gain 50 points on the guy above you? Admit it, you now consider a task (such as area distance or one of the more recently suggested novelties) in which really significant personal flight decisions are required, is an admission of failure on the part of the task selection committee. Canadian contests have been working on a baseline of 100% completion of triangle races; right, task setters? As a result, contest flying technique now revolves entirely around "the saved second" to which Moffat devoted an entire chapter of his book.

The "short" triangle task has become very clinical; one wins by coring the best thermals and tracking the commands of a speed director for less than four hours. Is that all that should really be required of the best soaring pilot in the country?

The point Platypus makes is that there aren't too many keen club pilots who see a whole lot of glamour in that compared to the earlier contest days, and certainly can't identify with it. A point I wish to stress is that arguers for increased general



The SOARING ASSOCIATION OF CANADA

is a non-profit organization of enthusiasts who seek to foster and promote all phases of gliding and soaring on a national and international basis. The ASSOCIATION is a member of the 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 ACC delegates to SAC the supervision of FAI related soaring activities such as competition sanctions, issuing FAI badges, record attempts, and the selection of a Canadian team for the biennial World soaring championships.

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President R.I. Carlson
Vice President H. Tilgner
Executive Director & Corporate Secretary Jean Matheson
Corporate Treasurer Don Dunn
SAC Office Secretary Susan Gély
SAC National Office
485 Bank Street, 2nd Floor
Ottawa, ON K2P 1Z2
(613) 232-1243

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EDITOR

Tony Burton (403) 625-4563
Box 1916
Claresholm, Alberta T0L 0T0
Address for courier service:
c/o Claresholm Local Press
Claresholm, Alberta

COMMERCIAL ADVERTISING

National Office (613) 232-1243

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OPINIONS

COMPETITION? NAY

Dear Tony,

I always enjoy my **free flight**, but I must admit that it seldom arouses any strong emotions in my rather placid soul. It was with some surprise therefore that I found myself intensely annoyed by two sections of your last edition: "Musings" by Bob Carlson and At Poldaa's comments as the new Chairman of the Sporting committee.

In both cases the writer suggests that the ordinary club member "owes it to the sport" to get out there and compete, and that (in the case of "Musings") any effort to civilize the surroundings of the clubhouse for the two-thirds of the membership left on the ground, or to introduce the sport to a wider public in some way detracts from the Holy Grail hunt for bigger and faster triangles. Where, they demand, would we be without competition and its fibreglass goodies? Well, probably in much the same place, I think. The desire to do better and own something new is a very ordinary human characteristic and not notably spurred by organized racing. Non-racing sailboat skippers spend just as much time fine-tuning their craft as most weekend racers. Future developments might be slowed if competition were to cease, but they would arrive in time nonetheless. We stopped jumping off the hillsides long before the organized racing we know today.

Germany has 40,000 glider pilots, the USA around 20,000, Britain 9000 and Canada 1700. Is Schempp-Hirth really holding a decision on the Ventus or Discus production runs until they see if the VSA is going to hold a competition this year?

Bob wonders why there has been so much criticism of contest pilots over the years. Well, some of it has no doubt been voiced by pilots chased out of areas of prime lift by the head-on approach of an expert with contest-honed nerves of steel. Many of us do not like to fly up the nostrils of our fellow pilots without a very good reason. I find it difficult to view this attitude as other than sensible. Furthermore, since there is no additional insurance premium required of competition ships, the rest of us are already supporting this aspect of the sport. There are definite risks associated with soaring contests.

During the last month, the VSA has flown about 150 guests, most of whom had never seen a glider before. This was done with a great deal of work by most of the members, and a considerable sacrifice of flying time by all of them. Sorry, I feel that we have done far more for the sport than if six or seven of us had spent a day with our heart in our mouth, chasing each other around some highly unsuitable territory.

No, I know that contest flying is no holiday. Yes, I am quite content to see SAC support those with the skills and dedication to compete. Yes, I am even ready to pick up my piece of their insurance risk. I wish them every success. Just do not tell me that I owe it to Otto Lilienthal to get out there and join them.

Sincerely (though fuming)
Brian Hollington

Thanks for the opinion, Brian – one point of order, though – no additional insurance premium is required of competition ships here because there is no additional risk to the underwriter. As our Insurance committee has tried to emphasize many times, it is the club ships that have exacted more claims in the recent past. Editor

BOB RESPONDS

Dear Brian,

I am pleased that you wrote. I'm sorry that my writing roused your ire so high. It's nice to be read, regrettably it appears that I did not communicate my point too well. Allow me to try again please.

What I tried to say was that, to me, the purpose of our sport has flagged and with it our membership. I've tried to step back a little and look at our activities from the position of the novice, the uninitiated. What I see is people standing around looking at airplanes making seemingly aimless circles in the sky. To those who have never flown, much less never flown in a sailplane, it doesn't look very interesting or even exciting. So what's the purpose? – the sideline BBQs and swimming pools are in many backyards these days – gliding clubs aren't needed for that.

That's my point – what is our purpose? I feel that competition (and I described five modes, not just one) is the purpose we need to demonstrate; to excite, to give the uninitiated reason to join our clubs, learn to fly and enjoy. There are lots of "thrill" sports to attract the uncommitted – sailboats, wind surfing, hang gliders and ultralights, to name just four. All offer obvious publicized skill and accomplishment rewards. To the uninitiated we are mystic about our real challenges, skills and accomplishments.

I'm sorry, Brian, that you focused only on one of the modes of competition that I described. We need membership. In my view a strong demonstrated competitive spirit and activity expressed in any or all of these modes will help a lot. Show them the delights of ridge, thermal and wave flying. Above all show them how to use these tools to earn badges, set records and even race.

Bob Carlson

GOING FOR BROKE

A new cross-country pilot throws himself into a tough “continuing education” course.

Nick Bonnière
Gatineau Gliding Club

I became interested in competition flying after I obtained my Silver C. I was still flying club aircraft then and decided that I had to have my own sailplane to fly more often, longer, and of course to fly cross-country. I acquired a PIK-20B last winter and was getting ready for a great flying season. I had decided to fly in club competitions, then provincial contests the first year, eventually to graduate to the Nationals. Unfortunately there were no Ontario Provincials planned for 1984, and the Quebec Provincials were declared “No Contest” due to lousy weather. However I had completed some good cross-country flights and was really getting into cross-country flying! Two Gatineau Gliding Club pilots, Bryce Gormley (also a tyro) and Ulli Werneburg, were getting ready for the Nationals and although I thought it was perhaps a big jump for me to go and compete with Canada’s Best, I eventually decided to go to Virden, Manitoba.

I had two goals: to learn as much as possible from competition pilots and to measure my own performance against the best. I needed to get ready quickly now because I had delayed my decision for so long. I had purchased a pocket computer to use as a final glide calculator which I still had to program. I had to install new gear doors on the glider after losing them during an outlanding in a hay field. I had to get the trailer ready, get maps of the area, find some money for the trip, find a crew to come along ... so many things all at once, I almost gave up! but with encouragement from Ulli and the prospects of a good competition with Bryce, I managed to get going on the 29th of July for three days and 2400 km of driving without a crew.

The trip towards Virden was trouble-free, and excitement was building as I neared Duluth and saw a sky full of beautiful cu that looked so high!! Only bad weather could ruin this trip now.

On the practice day I rigged the glider and installed the new gear doors. I had the cameras, the B/W film that was so difficult

to find, and the barograph (just in case). Elisabeth McCollum, who was crewing for Bryce, kindly offered to retrieve me if required (it was!). All was set except for the water-ballast system for which I didn’t have time to get the right plumbing; I had decided to do without for the competition.

The practice day wasn’t a good soaring day, but I took a tow to 2000 feet to have a look around. Everything looked the same: so flat! so few good landmarks. Navigation was going to be difficult.

Next day was Day One. I was quite nervous by now, and I went to the pilot briefing with maps and all equipment in hand, not really knowing what to expect. Jack the Weatherman described a superb day ahead of us. “That’s great”, I thought to myself until the Task committee declared a **328 km task** – it seemed impossible! Between then and the marshalling time there didn’t seem to be enough time to get ready; everything was going so quickly, so much information to remember, the map to get ready, the barograph to smoke, the declaration to prepare, drawing the proper sector on the turnpoint pictures, and on top of it all, I was the first to take off in the 15m class.

Well, I was able to get ready and I even remembered to turn on the barograph before taking off. When the start gate finally opened, I had been flying for over an hour, it was 2 pm with a 328 km task ahead of me. The thermals were strong, the cloud base high, but the wind was also quite strong and it picked up during the afternoon. I had a little trouble navigating to the first turnpoint at Carlyle, and much to my dismay by that time most everyone had zoomed past me and I was sure I was last, even though I was one of the first to start. “What am I doing wrong!” I asked myself. The second leg was very difficult (for me anyway), the crosswind was now quite strong and I was continually drifting off course, the thermals were broken and I couldn’t seem to take advantage of them. I was tossed around a lot, I was last and well

behind and quite annoyed by that fact. With all this tension and all the tossing around in rough and broken thermals, I was not feeling too well. My inexperience was showing then: I was trying to catch up which was not possible, I was very nervous, my brain was in overdrive, but I wasn’t progressing. I decided then to relax, slow down, and to just try to finish the task. The flight went better after that. I managed to get to the second turnpoint at the Gerald potash mine after 6 hours of flying, but by that time the cu were dissipating. I drifted downwind towards “home”, hoping to find something but I eventually had to select a field and land – it was over. What a day!

The reception by the farmer (Michael De Corby) was fantastic. I phoned Virden for a retrieve and was graciously offered supper. I discussed the flight with a fellow glider pilot, Kevin Bennett, who had landed in a field just a mile away. Liz and Bryce arrived at 10:30 to retrieve me... I had given them wrong directions and they drove around for two hours to find me. We finally derigged by the headlights of a pick-up and then had great difficulty getting out of the fallow field I had landed in. In Spy-Hill I had to get the gas station attendant out of a pub to get enough gas to get back to Virden. I couldn’t avoid a porcupine on the way back, but we eventually made it to Virden by 1:30 in the morning and jumped into bed by 2:00. What a night!

Everything had gone wrong the first day, it could only get better. The next day I was more relaxed, and even though I landed out again, I didn’t feel bad because all but one had also because of rain showers. I learned so much by watching other pilots in flight, and asking advice. I also realized that water-ballast was needed to keep up, therefore I got the proper fitting in town and loaded up with 200 lbs of water for the rest of the competition.

The next days were a fantastic learning experience. By following other sailplanes and later applying what I had learned, I improved my performance tremendously, going well beyond my expectations. I got my Diamond goal distance three times over, and even approached the last task, a 377 km triangle, with confidence. I almost reached the 90 km/h speed goal I had set for myself on that task.

All-in-all I landed out three times in seven contest days. I flew a total of 30 hours and 1700 km. I gained real insight into what competition soaring is all about. I did not place very well, but my interest is now greater than ever. In just two weeks I had broken all my personal records!

I have gained confidence in judging the weather (and landing fields). Although I was a little apprehensive at first I can now say it was worth it. I’ll compete again and I hope this brief account of my experience at the 1984 Nationals will encourage more pilots to fly in soaring competitions. See you there ... □

Bumble and the Gremlins

Eric Newsome

Part 5 The Case of the Bitten Biter

The most insidious of all the gremlin clan is the *Ego Booster*. In his effect on pilots the Booster destroys all critical faculties and whatever is bad looks good, and the worse the better.

Our ace instructor is hunched miserably in the back seat of the trainer hoping for massive sink to mercifully end the flight. He had endured a nausea-producing tow during which Bumble had thrashed the controls to the point where the *Pudding Stirrers* had moved in and helped out by moving the control column in a steady circular motion while allowing Bumble to make only occasional uncoordinated stabs at the rudder pedals. In free flight the instructor had patiently explained how to centre the ball and had groaned as Bumble swiftly and invariably pressed the wrong rudder pedal while burbling, "Now I see." Finally the instructor was reduced to gibbering impotence and limply subsided.

In the circuit, proximity to the all-too-solid earth roused the instructor to a final effort. From past sad experience he knew that

Bumble, in his own mind, always made perfect approaches whether he crossed the boundary fence at five hundred feet or scraped it with the nose skid. Now the instructor knew what he had to do; no comments, no hints, just sit still and let Bumble get into a mess. At the last moment he would, by superior skill and experience, and for the sake of his own neck, extricate Bumble from it. But not before Bumble had been jolted out of his over-confidence.

The approach was low this time, but a gust of warm air welled up and made the probable touch down point just before the boundary fence. For once Bumble's airspeed was rock steady and even a little high. Ideal – it would be possible to twitch back on the stick at the last moment and use the excess speed to float over the fence. The instructor relaxed.

Skimming the ground just short of the fence the instructor reached for the stick only to have it dance forward away from his grasp. The skid struck the ground and, by the time the instructor finally hauled back, flying speed was lost and the trainer

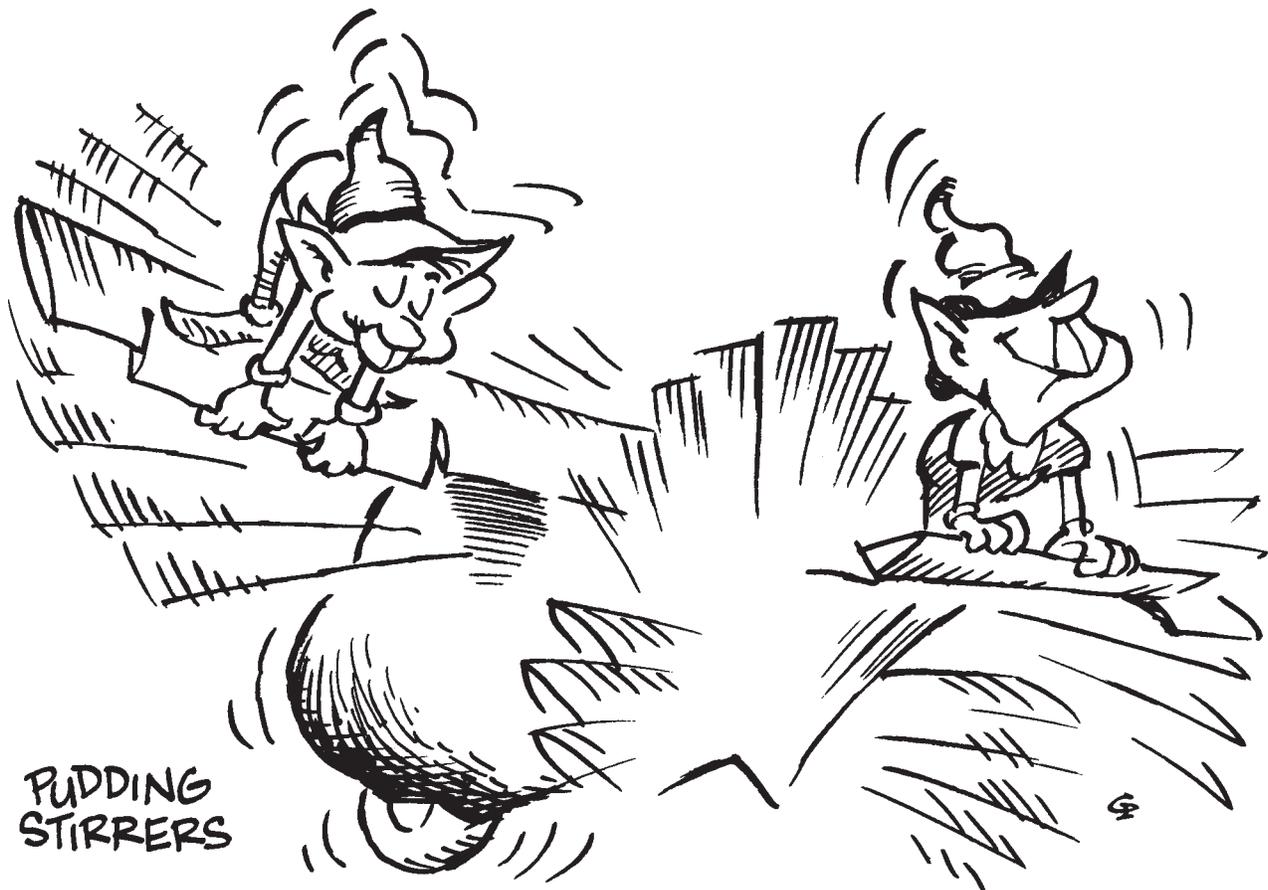
rumbled majestically over the rough ground – straight for the fence.

Fortunately previous generations of Bumbles had long ago removed the fence wires. Oh, My God! – the fence posts were still there spaced about half a wing span apart. Just enough speed remained to sluggishly raise one wing clear while the other wing neatly snapped off a rotten fence post. Damage: one small dent in the leading edge of the wing and a massive hole in the instructor's pride.

"Bumble, why did you push the stick forward?"

"My airspeed was falling."

Not only had the Ego Boosters been at work but so had the *Airspeed Hypnotizers*. So intent had Bumble been on his airspeed indicator that he had flown into the ground without seeing it was right there. Ego Boosters are generally assumed to attack the young and inexperienced. But is it always so? Was a 'Bumble' flying in each of the seats?





This year the National Soaring Championships were held at Virden, Manitoba. Located halfway between Winnipeg and Regina, it would provide some of the best soaring ever seen in a Canadian contest. The airport was once a training base for WW II fighter pilots under the Commonwealth Air Training Plan. It provided excellent facilities and lots of room. The grass runways were widened and extended by the Virden Area Flying Club. The area around Virden is mostly prairie with some rolling hills to the east. Fields for off-field landings are plentiful.

PRACTICE DAYS The weekend saw the arrival of pilots and crews. As of Saturday the contest committee had only 14 confirmed entries, but by late Sunday 26 gliders had tied down. The other 12 had come more or less unannounced. The organizers breathed with relief and hoped for good weather. Sunday was to be a practice day, but with very strong southerly winds no task was called. Some of the pilots took a tow to get a look at the area and encountered weak and broken lift in "one thermal" flights.

On Monday morning the first pilots meeting was called for 10:00. Contest Manager Glen Buhr briefed all the pilots on general rules and regulations regarding field operations. Jack McMorran, a retired met man from Winnipeg, gave his weather report. There was a very unstable dry air mass prevailing over the area. Winds were forecast to be westerly 10-15 knots. Jack predicted thermals to 8000 feet asl (field elevation is 1500 feet). The task was to be a 141 km triangle, with turnpoints at Redvers and Maryfield for both classes. By noon the winds had picked up and the task was scrubbed.

That evening saw the Virden area pilots hosting a buffet supper. Close to 150 pilots, crew and local residents attended. After dinner was over, Ian Spence of SOSA put on an aerobatic display. The crowd was obviously pleased with Ian's performance of loops, spins, wing-overs and the grand finale of a low level, high speed pass in his Jantar 2.

DAY 1 TUESDAY JULY 3

The day started out with some high cloud which broke up by 11:00, and cu started to form in the west.

Standard	305 km	Kipling – Birtle
15 Metre	328 km	Carlyle – Gerald

The weather outlook was quite favourable with winds of 10 knots and cloud bases predicted to be about 8000 feet. Winners for the day were Ian Spence in the Standard class with a speed of 79.5 km/h, and Hal Werneburg who posted a speed of 92 km/h in the 15 Metre class. Russ Flint flying a Standard Cirrus had some difficulty on the first leg; he spent close to 4 hours getting to the first turnpoint. He did manage to finish and scored 551 points for his blistering speed of 54 km/h. Eight pilots didn't make it around. Bryce Gormley became quite ill while flying, and was forced to make a deliberate outlanding.

DAY 2 WEDNESDAY JULY 4

During the 10 o'clock pilots meeting, cumulus clouds could be seen forming on the horizon. After Day 1, most of the pilots were keen to get going.

Standard	287 km	Oakburn – Gerald
15 Metre	305 km	Erickson – Russell

By launch time the sky had about 5/10 cu. It looked as if the conditions would be a repeat of yesterday, however by mid-afternoon heavy thundershowers could be seen in the direction of the turnpoints. By 4:30, the first landout was reported, and for the rest of the day the phone would be alive with landing out calls.

Kevin Bennett in "2L" (an Open Cirrus) called about 5 miles out. Could it be that he would be the only one to finish the task? It certainly looked like it, however after he landed, it became apparent that he got within 5 miles of the second turnpoint but found it drowned by a widespread thunder-

shower. Kevin did a 180 and flew in front of the storm and managed to get back to Virden. For his effort he got only 401 points (for distance to first turnpoint). Bryce Gormley landed out on a new road which was under construction. Unfortunately he ran off the road on landing and damaged a flap and put a dent in the leading edge of his wings. The damage was severe enough that he did not compete the next day. Mike Apps managed to climb up the side of a cumulus cloud to as high as 10,000 feet before leaving to go through the gate. So this day started out looking good, but it turned out to be a wet experience for most.

DAY 3 THURSDAY JULY 5

After yesterday's mass landout, many were anxious for another good day. This day didn't look as if it were going to be good, as it was overcast with light drizzle falling in the morning. However, by 11:00 cu were forming and Mike Maskell in his Pioneer II took a launch as the "sniffer". He reported lift of 3-500 ft/min with a cloud base of 6000 feet.

Standard	109 km	Rivers – Griswold
15 Metre	148 km	Rivers – Souris

For most competitors, this would prove to be a relatively easy flight. However, for John Dean from Indiana, just getting airborne would not be so easy. A Ministry of Transport official from Winnipeg was doing spot checks for documents on board the gliders. When he got to John he found that he was flying his ASW-20 under an experimental licence. In order to fly he needed to have permission from MoT because ASW-20s fly with a CofA in Canada. The organizers quickly phoned Winnipeg and Ottawa on his behalf, while John spent

the next 2 hours sitting next to a telex in a local car dealership waiting for a flight permit to arrive. When it finally came he rushed back to the field, launched and proceeded through the start gate. When he got his good start the radio came alive with cheers and shouts, "go get 'em". John said later that this gave him a real boost and that he might have given up otherwise.

Winners for the day were Jim Oke (Standard Cirrus) at 85.5 km/h and Wilf Krueger (ASW-20) with a speed of 99.9.

DAY 4 FRIDAY JULY 6

The morning dawned sunny and clear. By 9 there were nice cu on the horizon. They quickly dissipated as drier air moved into the area. The original task was shortened at noon as everyone waited on the grid for launch.

Standard 148 km Rivers – Souris
15 Metre 204 km Rivers – Wawanesa

Eventually the grid was launched by 1:30 and most set out into the blue by two. Jim Oke, yesterday's winner, started three times only to land 25 km out on course. Brian Milner (Jantar 2) was overhead of Jim and flew another mile in order to get the extra points should he land, but he managed to find a weak thermal at 200 feet and dug himself out of his hole. Tony Burton started late and finished later at 7:20, an hour and a half after the "last" finisher got back.

Congratulations went to Bryce Gormley who completed his first task in a contest.

Up until now the contest had been working with only three towplanes, which slowed things up a little bit. When a local pilot was found who owned at 150 HP Citabria, a tow hook was installed by Dave Hennigar and the local AME, and after a few dual tows was off solo. This helped a great deal, and both classes were launched much faster.

Saturday started with rain and a solid overcast. It was declared a rest day much to the relief of most pilots. Many went to Brandon which is the second largest city in Manitoba about 70 km to the east.

Sunday would have been the fifth contest day and in fact there was a task set and everyone was marshalled to the flight line for an early start. There was a stable moist airmass over the area with dryer air moving in from the west. Tony Burton in his RS-15 was sent up at 11:00 to sniff the few ragged cu. He reported weak lift locally with cloud bases low but rising. However to the northwest the line where the airmasses met was generating a very menacing thunderstorm. Ground observers then spotted what appeared to be a tornado, and Tony confirmed the sighting over the radio.

After seeing this, the task was cancelled. With the passing of the storm the winds shifted to the west and the runway changed. Several pilots took off and reported quickly rising cloud bases and

continued on next page

1984 CANADIAN NATIONAL SOARING CHAMPIONSHIPS • VIRDEN, MANITOBA

STANDARD CLASS	Total	July 3		July 4		July 5		July 6		July 9		July 10		July 11					
		Kph	Pts	Pos	Kph	Pts	Pos	Kph	Pts	Pos	Kph	Pts	Pos	Kph	Pts	Pos			
1 Spence, Ian	5910	79.5	1000	1	(166.6)	733	3	67.8	403	6	49.5	992	2	87.1	969	2	88.6	980	2
2 Milner, Brian	5354	64.3	731	3	(173.9)	770	1	70.6	443	4	47.6	938	3	77.4	763	5	91.7	857	3
3 Oke, Jim	5080	70.4	838	2	(143.9)	619	4	85.5	658	1	(25.4)	75	8	88.6	1000	1	99.2	998	2
4 Flint, Russ	4993	54.1	551	6	(168.0)	740	2	65.8	374	8	49.8	1000	1	75.7	728	6	83.2	697	7
5 Herten, Walter	4845	63.4	715	4	(142.0)	610	6	77.4	541	3	(85.0)	251	7	75.7	728	6	99.3	1000	1
6 DiPietro, Robert	4373	60.4	661	5	(142.3)	611	5	69.3	424	5	45.2	869	5	67.6	556	8	77.8	595	8
7 Springford, Larry	4178	(87.0)	125	8	(138.7)	593	8	67.2	394	7	47.4	931	4	77.5	766	4	86.9	766	5
8 Janticek, Stan	4030	(113.2)	162	7	(139.0)	595	7	80.2	583	2	43.6	825	6	85.8	941	3	86.7	763	6
15 METER CLASS		() values in brackets are distances in km. "p" indicates a penalty was applied.																	
1 Krueger, Wilf	6596	86.1	920	3	(194.2)	871	2	99.9	975	1	65.7	960	4	105.5	943	5	109.2	1000	1
2 Werneburg, Hal	6494	92.0	1000	1	(186.3)	832	4	96.9	923	4	66.6	979	2	106.8	963	3	102.4	897	3
3 Mike Apps	5973	86.4	923	2	(149.0)	645	9	83.5	692	8	66.0	966	3	106.2	953	4	102.2	p794	8
4 Hollestelle, Ed	5812	82.7	874	5	(127.6)	538	12	88.4	776	5	63.0	902	7	109.2	1000	1	97.7	825	5
5 Werneburg, Ulli	5732	(143.6)	218	16	(203.0)	915	1	88.0	769	6	67.6	1000	1	107.1	967	2	100.5	868	4
6 Marsden, Dave	5522	72.3	732	8	(149.0)	645	9	97.6	935	3	57.2	776	12	94.3	773	9	1.2.5	898	2
7 Webb, Dave	4796	(204.2)	311	15	(182.4)	812	5	98.8	955	2	(183.0)	373	17	93.0	752	10	94.0	770	9
8 Pözl, Harry	4761	74.2	758	7	(121.9)	509	15	(123.4)	239	17	60.3	842	10	99.9	857	7	95.8	796	7
9 Dean, John	4506	84.0	892	4	(127.6)	538	12	75.2	p450	13	(176.1)	p259	18	100.9	873	6	88.8	691	10
10 Bantlin, Colin	4500	62.1	593	11	(167.3)	737	7	65.5	382	15	61.4	866	8	81.3	574	13	96.0	800	6
11 Bennett, Kevin	4439	(241.3)	367	13	(100.2)	401	16	73.7	523	12	61.1	859	9	97.2	816	8	85.3	637	12
12 Hea, Bruce	4249	77.8	807	6	(165.5)	728	8	82.0	666	10	59.2	819	11	(324.6)	329	17	0.0	p0	17
13 Burton, Tony	4227	68.2	677	10	(189.7)	849	3	82.0	667	9	39.8	417	15	81.4	574	13	82.2	591	14
14 Matthews, Rick	4029	0.0	p0	18	(127.6)	538	12	79.5	623	11	63.6	915	6	86.9	659	11	85.4	640	11
15 Garrns, Bob	3495	58.2	540	12	(137.7)	589	11	63.8	353	16	57.1	774	13	95.5	492	16	83.4	609	13
16 Bonnière, Nick	3412	(240.0)	365	14	(100.2)	401	16	67.9	424	14	(185.0)	377	16	86.1	647	12	81.0	573	15
17 Brennan, John	3122	79.0	p723	9	(173.5)	768	6	84.5	708	7	64.0	923	5	0.0	0	18	dnc	0	17
18 Gormley, Bryce	2362	(132.0)	201	17	(73.0)	265	18	dnc	0	18	52.8	681	14	76.3	497	15	(243.4)	255	16

VIRDEN 84

strong lift which reached 11,500 feet under widely-spaced cu. The task cancellation was probably correct though, as it would have been difficult to get an entire class launched and started fairly, given the initial poor lift.

The same storm front that passed by us generated several tornados, some of which hit an area 30 km southwest of Winnipeg and did considerable damage. The Winnipeg Gliding Club has their field near there but were spared.

DAY 5 MONDAY JULY 9

After yesterday's disappointment, today brought the promise of super conditions. The sky was clear blue and by 10:00 the temperature had climbed to 25°C. The task committee originally planned a 362 km and a 322 km triangle for the 15 Metre and Standard classes respectively. However, a band of high cirrus prevailed over the southern part of the course line. With everyone on the start grid, a new task was agreed upon. It would be

Standard 287 km Carlyle – Whitewood
15 Metre 328 km Carlyle – Gerald

The sky filled with cloud streets as far as you could see. Pilots flying locally reported cloud base at 10,500 feet. With conditions as good as this, many high speeds were expected and indeed there were. Jim Oke once again took the Standard class honours with 88 km/h and Ed Hollestelle zoomed around the course at 109 km/h.

The only serious incident of the contest occurred when John Brennan in "77" (ASW-20) proceeded through the gate at a speed of about 115 knots. As he got about halfway along he experienced very bad aileron flutter. He managed to get slowed down and continued on course, but he again had flutter, this time at about 90 kts, so there was definitely a problem with the ship. At this point he was reviewing his bail out procedure should the ship come apart. He cautiously made his way back to the field for an uneventful landing. After an inspection of the sailplane by Günther Geyer-Doersch (who was crewing for Dave Webb), John was obliged to withdraw from the contest and left the next day.

DAY 6 TUESDAY JULY 10

At the pilots meeting in the morning Nick Bonnière and Bob Carlson (who was flying *hors de concours*) were given a round of applause for completing their first Diamond goal triangles.

The weather report again looked favourable. Jack McMorran had been flying to Brandon FSS each morning to get the latest weather maps and terminal reports, and along the way took a temperature sounding. Pilots were provided with excellent forecasts, and not a complaint was heard about his efforts (a rare compliment indeed).

Standard 268 km Oxbow – Melita
15 Metre 322 km Oxbow – Souris

Today would see moderate thermals to 8500 feet with light winds. Winners for the day: Walter Herten in "SX" (Jantar) at a speed of 99.3 km/h in the Standard class and Wilf Krueger at 109.2 km/h. Jim Oke was hot on the tail of Walter with a speed of 99.2, only 20 seconds slower – one turn too many out on course.

DAY 7 WEDNESDAY JULY 11

The weather cooperated again. It dawned clear and hot. Talk was going around that this should be a long task, perhaps a 500. With an early start and conditions as good as yesterday it would certainly be possible. However, marshalling and starting take time out of the day, and the task committee decided on a 377 km triangle for both classes. Turnpoints would be Whitewood and Erickson.

Launch was set for noon. Cu began to form by 11:30. Stan Janicek goes up to check and reports back that the lift is workable. The launch proceeded immediately. Conditions were excellent on course. Kevin Bennett reported climbing as high as 12,000 feet and that the second leg was streeting well and was a one thermal affair and that he averaged somewhere around

150 km/h on it. Walter Herten posted the fastest speed again in Standard (89.7 km/h) while Mike Apps in his French-built ASW-20FP stormed along at 111.4, beating Ulli Werneburg by one third of one kilometre per hour in the 15 Metre class.

With less than 600 points separating the leader from the second place in the Standard class, and less than a 100 points in the 15 Metre class, it looked as though the eighth day would shape up as a real race. But Thursday started out looking pretty flat, the airmass was stable and a temperature of 35°C would have to be reached in order to generate any thermal activity. The maximum temperature forecast was to be 33° and it was hoped that it would go higher than that. A small task was set in order that everyone would be able to make it back in time for the banquet that night. However, the sniffer reported that the lift was very weak and not too workable. The task was cancelled and the winners congratulated. It was a very undramatic finish to such a good contest.

EPILOGUE

Virden provided us with some of the best soaring conditions ever seen in a national contest. Over the seven flying days, the 15 Metre class was tasked 2012 km and the Standard class 1781 km, and the pilots flew a total of 42,881 air kilometres.

The residents of Virden played a key role in the early stages of planning this contest and without them the task taken on by Dave Hennigar would have been difficult. The local chapter of the Flying Farmers provided us with the super buffet dinner on Monday, they also helped us locate the fourth towplane from the local area.

Not enough appreciation can be shown to the contest committee. Al Sunley, Contest Director, did a wonderful job on the flight line as well as at the pilots meeting. Computer wizard, George Dunbar, provided almost instant results as each competitor crossed the finish line. Glen Buhr from the Winnipeg club was there running the start line along with Ursula Wiese and a cast of many. It is not an easy job sometimes to sit out there in the sun for hours when the temperature climbs to over 30°C (while others go swimming and pilots work at cooler heights). I won't go on to mention everyone as there is not enough room in this article. There were many, and to those of you that didn't get special mention a big Thank You goes out to you for a job well done.

There was discussion amongst the pilots that a location like Virden should be made a national soaring site. It certainly proved to be an ideal site with an airfield large enough to accommodate upwards of 40 sailplanes, ample tie-down area and a large camp ground. Serious thought should be given to this idea [*the airfield at Virden has fallen into private hands and may disappear*].

To those who participated in the contest, we know that the soaring conditions lived up to your expectations, and we hope to see you in the future. □

THE WINNERS ARE...

Mix Memorial trophy to
Standard class winner: **Ian Spence**

Montreal Soaring Council trophy to
15 Metre Class winner: **Wilf Krueger**

SOSA trophy to highest placing
novice pilot: **Russ Flint**

Dow trophy to pilot flying the fastest
Standard class triangle: 99.3 km/h
Walter Herten

Dow trophy to pilot flying the fastest
15 Metre class triangle: 111.4 km/h
Mike Apps



Mike Maskell

George Dunbar presents a six-pack to Walter Herten (back to camera) for his Day 6 win in the Standard class.



Mike Maskell

Retired meteorologist, Jack McMorran, didn't lose his touch and gave the contestants excellent forecasts.

Ian Spence, winner of the Standard class, is presented with the Mix Memorial trophy by Bob Carlson.



Mike Maskell



Mike Maskell

Bryce Gormley, one of the three novices in the contest, waits for launch.

Wilf Krueger, 15 Metre winner.



Bruce Hea

NEW CANADIAN TEAM SQUAD

The new system for ranking competitive pilots was instituted by the Sporting committee two years ago and became effective as of the completion of this year's Nationals. The system applies a pilot's performance in the most recent contest (weighted 70%) and his better score of one of the two prior contests (30%) to calculate a mathematical ranking of his skill on a scale of one hundred. The twelve highest ranked pilots constitute the Canadian Team Squad for the year. Prior to the World contest, the team squad select from amongst themselves the Canadian team according to the peer ranking system which has been in place in SAC for some time.

The following list, the first compiled under the Team Squad concept, was computed by George Dunbar from the results of the '82, '83 and '84 National competitions. For more information, contact a member of your Sporting committee.

1. Krueger, Wilfried	93.93	23. Hea, Bruce	43.17
2. Werneburg, Hal	91.02	24. Bonnière, Nick	34.66
3. Spence, Ian	87.63	25. Firth, John	28.87
4. Werneburg, Ulli	85.65	26. Langelaan, Willem	27.06
5. Hollestelle, Ed	82.40	27. Gormley, Bryce	24.00
6. Apps, Mike	79.51	28. Carpenter, Jim	23.39
7. Marsden, Dave	74.89	29. Doetsch, Karl	23.13
8. Webb, Dave	74.17	30. Thompson, Paul	22.65
9. Oke, Jim	73.86	31. König, Hans	20.86
10. Milner, Brian	72.75	32. Gebenus, Helmut	20.05
11. Herten, Walter	69.38	33. Schwirtlich, Peter	20.03
12. Springford, Larry	65.97	34. Wilson, Chris	17.95
13. Janicek, Stan	65.97	35. Boily, Gilles	17.93
14. Burton, Tony	65.05	36. Gough, Andy	17.38
15. Bantin, Colin	63.07	37. Pepin, André	17.26
16. Bennett, Kevin	62.80	38. Krug, Willi	16.9°
17. Pölzl, Harry	62.34	39. Vaughan, Frank	16.66
18. Matthews, Rick	60.12	40. Baeggli, Hans	16.58
19. Flint, Russ	54.37	41. Coates, Lee	16.57
20. DiPietro, Robert	53.94	42. Conlin, Kevin	15.41
21. Brennan, John	53.42	43. Lockhard, Glen	13.98
22. Gairns, Bob	48.62	44. Rowe, Don	11.58

Campbell

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Ottawa

A BLANIK RECORD FLIGHT



This account shows what can be done with a little tenacity. As usual, the retrieve was the most interesting part of the adventure.

Hugh McColeman
Edmonton Soaring Club

Saturday, June 16 dawned bright and clear at Chipman airfield, so having declared North Battleford, Sask. as our goal, Chester Zwarych and I and the Blanik were on tow at 11:45. Releasing at 2000 feet, we found ourselves in weak lift but drifting nicely in a brisk northwest wind. Within about 20 minutes it was evident that retreat to Chipman was impossible, so we decided to continue on course. Thermals remained weak and we never exceeded 4000 feet agl. Finally, about 70 km on course we were forced to land on a farm field. A phone call to Chipman brought fellow members David Burgess and Kevin Green out in a car to retrieve the "bodies only". Back at Chipman we fired up Chester's Supercub and headed back to the farm for an aero-retrieve.

The upwind tow took nearly an hour and after landing at sunset and tying down both aircraft, we realized we had indeed been through a long but exciting day. After a good meal and a review of the day's events we retired with no clear plans for the morrow.

Sunday June 17 was another bright morning, clear overhead but not so clear to the southwest from whence a rather depressing cloud system was approaching. Although we were both a little short on sleep we decided to give it another try. The question of goal selection was discussed with either North Battleford or Saskatoon being considered. The toss of a coin decided in favour of the former.

Airborne at 12:30 we requested a tow to the north of the field to avoid the encroaching clag. However our worthy tow pilot, Malcolm McPhee (also part owner of C-FTVT) paid us no heed and instead pulled us to the southwest of the field into the only thermal in the area. Had he done otherwise this epic would have ended as a simple 15 minute fun flight.

Almost repeating the previous day's efforts, we climbed in weak lift and were soon too far downwind to retreat. An hour out on course we reached 4500 feet agl in rather poor lift. Also we could sense the cosmic attraction of yesterday's farm, so as a prudent measure we headed towards Two Hills and prepared to land on their nice friendly airstrip. We even called Chipman to request Malcolm to organize a retrieve. With 500 feet above circuit height in hand we continued to probe the air mass and this time our luck changed. Within 10 minutes we were at 4500 again and, after cancelling our retrieve call, headed out with daring directly over yesterday's fatal farm enroute to Vermilion airport.

With the airport in view we seemed to be in great shape but soon entered a sink area that threatened to ground us. However, beyond the sink the "right stuff" was still there and we soon reached beyond the airfield, again at 4500.

From this point on conditions improved considerably with new thermals appearing regularly. The air became clear however, with no cu to blaze our trail. At length North Battleford came into view with the airport barely visible to the east of the city. Our goal was almost within our grasp! What excitement! But look at that vario! Within 5 minutes we were at 1500 feet and looking for a likely field. A friendly gravel pit moved in to rescue us and within 20 minutes we were high and well east of the airfield. A brief pause to take our photos and again we headed east.

Our goal attained, we were able to relax a little and let the wind continue to push us eastward, pausing regularly to work the remaining thermals which were starting to weaken.

Finally Saskatoon came into view and our excitement level again crested with the thought that we just might land with a fanfare of trumpets and rushing fire engines at Saskatoon International. Not on this trip however; our maps told us that the nice little town just ahead was Langham, Sask. and our eyes and altimeter told us that this

was going to be the place. The fields were very smooth and inviting so we simply pressed on until we selected a disked stubble field near the main highway. With a 20 knot northwest wind still blowing, our landing was gentle and the rollout short. We were just 30 km short of Saskatoon.

We were hardly out of the glider before three local people rushed over to greet us. They were more than happy to sign our landing cards and wish us well. We were fortunate to have a friendly neighbour tow our glider into the farmyard. The farm owner was absent at the time and must have received quite a shock when he returned to find a Blanik tied down in his yard.

Chester contacted his longtime friend and classmate in Saskatoon who drove out and rescued us. Along with his wife and son, they made us right at home. Monday afternoon we boarded Air Canada and headed back to Edmonton. Minutes after being airborne we could see the field in which we had landed and the farmyard which protected C-FTVT.

Next Saturday we drove to Langham with the glider trailer for the retrieve, accompanied by Reg Adam, also a part owner of C-FTVT. Harold Epp, the farmer who was "hosting" our Blanik all week, was so interested in the de-rigging operation that he postponed a planned vacation to see it. With the glider safely loaded on the trailer we shared a little celebration with him before departing.

Now safely back at Chipman we have our memories of a great adventure which will remain with us for a long time. To conclude we add a note of irony. Our calculated distance to North Battleford is 310 km, while the present Canadian citizen's record for multi-place goal distance flown outside of Canada is 304 km. To qualify as a new record, however, the existing record must be exceeded by 10 kilometres.

In a congratulatory note to Chester, Tony Burton asked, "Why-oh-why didn't you both declare a goal only 5 km more down the road from North Battleford??" Well Tony, (and this is good advice to other aspiring cross-country pilots) next time we will read the Sporting Code **before** rather than after a flight! □

ALMOST A SOARING STORY

Hermann Ksander
Kawartha Soaring

After completing the Gold badge with a 300 km diamond flight last summer, my sight of course was now set on the remaining altitude and distance diamonds. Ridge Soaring's two week wave camp in Petersburg, WV last February seemed the logical choice for going after the diamond height.

After the registration fee was sent and acknowledged, I was all set to go, but an unexpected business trip cancelled my first week. Arriving back home on Saturday morning I managed to persuade my wife Dora that there would still be time to make the second week of the wave camp less one day, if we would leave by Monday noon and arrive there before midnight on the same day. So, after a hectic Sunday to get the glider and a few hundred items together, everything was ready for an early departure on Monday. "The best laid plans, etc". We finally got going at 4:00. At 11 pm, two-thirds closer to our destination, we checked into a roadside motel near Dubois, Pennsylvania, hoping that with an early start we could be in Petersburg by 10 the next morning.

To our great surprise, we found six inches of snow on the ground in the morning and very soon got into a heavy and almost blinding snowstorm. The next 4-1/2 hours were spent driving on narrow mountain roads at no more than 25 mph between huge logging trucks, up and down steep hills with runaway lanes at the bottom of them.

After driving further south on Route 219, the snowstorm was finally behind us and suddenly there was blue sky with only scattered clouds. Shortly after 3 pm and in brilliant sunshine we arrived at the wave camp.

After being greeted warmly by Doris Grove, she gave us an update on what had happened the last few days. On the previous Saturday they had a good soaring day, Sunday was even better and Monday was very, very good; but today (Tuesday) it was just fantastic.

With great excitement and joy she explained that "all they had today were just Diamond height gains, not even a Gold height." We were further informed that the "other" three Canadians, members of the Quebec Soaring Club, had all got their Diamond height – one of them twice in two

different gliders, and all that before 10 am. Her advice to me was to get my ship ready and give it a try as soon as I could. A frantic scramble began to assemble the glider and to get all my gear ready. Shortly after 4 pm I was sitting in the Jantar sweating unbelievably, but ready to go.

After a short encounter with the rotor, I was in the wave right on target over the plateau and in 4 metre lift. At 3900 feet I quickly released, opened the spoilers, and pushing the stick all the way forward I started counting, "twenty-one, twenty-two, twenty-three..." then, spoilers in, and with a fantastic pull-up, I was right back at 3900 feet and in lift. Beautiful, what a flying machine, what a pilot! But wait, didn't someone say to notch down to 3000 feet agl to be sure of making the required altitude gain?

After missing the diamond height by 400 feet at Black Forest three years ago, I did not want to take any chances, so ... spoilers out, nose down, and this time I didn't count, I watched the altimeter unwind to exactly 3000 feet; then, spoilers in, pull and – nothing. No wave, no lift, absolutely nothing. I notched myself right out of everything!

Not wanting to risk an outfield landing, I scrambled back to the airport. Satisfied that at least I had a good orientation for the following day which, I was told, promised to be as good a day as this one, if not even better, we now had to hurry to secure the equipment to be on time for supper at the local Legion hall.

There, at an excellent and well-deserved meal with Doris Grove, Tom Knauff and all other wave camp participants, the day's events were discussed and explained in detail by all pilots. The result for the day: a total of 12 Diamond height gains, often to 23,000 feet or more (one even from 1300 feet agl) and four off-field landings. A super record day. The instructions for the next day were simple. Go to bed early, be up at five, have breakfast at six and be out at the airport and ready for the first takeoff at seven.

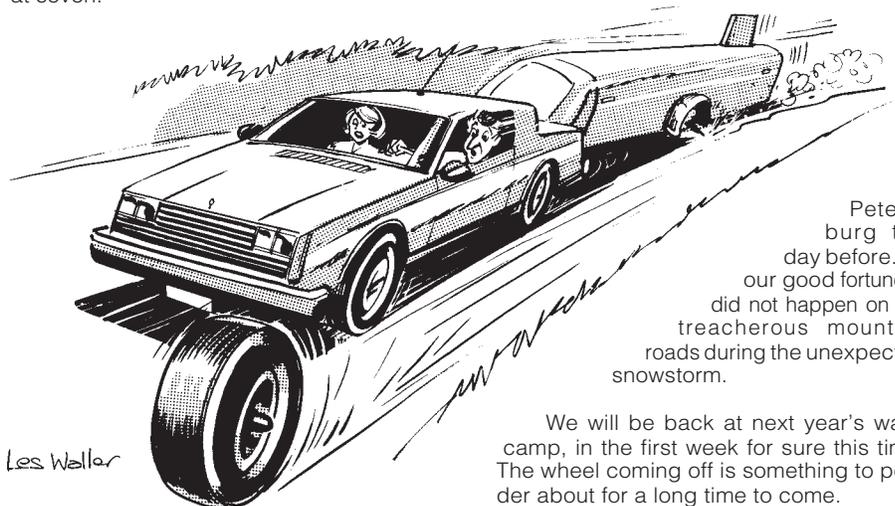
After a short night and even a shorter breakfast, we were at the airport and had the gliders on the flight line at seven as instructed. Then everything seemed to slow down somewhat. There was a beautiful sunrise with no clouds in sight and not even a whisper of a wind from any direction. By 10 it had developed into the most gorgeous spring day this area had experienced for a long time.

Checking the weather office we were informed that there was a change in the weather forecast, the previous cold front left the area unexpectedly early overnight and the "nice" weather would remain at least until the weekend.

Well, that was it, and because the wave camp came to a close Sunday anyway, most people decided to leave for home, including us. In beautiful sunshine, but very much disappointed, we left Petersburg in the afternoon, twenty-four hours after we had arrived. While driving and attempting to cheer me up, Dora made one of her classic remarks: "Look", she said, "don't be too disappointed, you only missed your Diamond altitude by half a day and by 16,000 feet!"

Despite the nice weather, this was to be a long uneventful drive home – or so we thought. Only about three miles outside of Petersburg and without warning I felt, rather than heard, an awful noise behind us. In the side mirror I could see sparks flying from the trailer axle, which was now skidding on the pavement. At the same time the trailer wheel was overtaking us at an incredible speed. After stopping we could see the left wheel of the trailer now about two hundred feet ahead of us at the bottom of the ditch. The five stud nuts were still in the hub cap, and other than a slight wear at the beginning of the thread there was no sign of the studs being damaged.

With the help of some passers-by, the wheel was put back onto the trailer and our journey continued homeward. How all five nuts came loose at the same time is still a mystery to me. The last time I remember checking the wheels was approximately two years ago. After that the trailer had a fair amount of travel, including the 500 mile trip



to Petersburg the day before. To our good fortune, it did not happen on the treacherous mountain roads during the unexpected snowstorm.

We will be back at next year's wave camp, in the first week for sure this time. The wheel coming off is something to ponder about for a long time to come. □

Are You a Flying Druggie?

V. M. Voge

USAF School of Aviation Medicine

“Drugs” What does that word mean anyway? We all know that amphetamines, cocaine, LSD, PCP, marijuana, etc. are all drugs. But do you really know what a “drug” is or what it can do to your abilities?

First of all, a “drug,” according to Mr. Webster, is “a substance used as a medicine or in making medicine,” among other things. Think about that. That means that your Alka-Seltzer, your Cepacol lozenges, your Vicks cough drops, that Bufferin you just popped to take the edge off that nagging headache, the sleeping pill you took last night, the Contac you took for your “chronic sinus” trouble, and yes, even your daily vitamin pill are all drugs. This is not to mention just about everything else your doctor may prescribe.

To talk about all the possible drugs you could use and what they’d do to your body would require volumes! The biggest problem in our community is the OTC (over-the-counter) drug. These are the ones you can buy at the grocery, the discount or the drug store without a prescription. People tend to think that, since these drugs can be bought without a prescription, they can do no harm. Wrong! OTC drugs can be every bit as dangerous to you as the more sophisticated prescription drugs. Let’s look at a few of the very common ones.

• **Aspirin** (ASA or acetylsalicylic acid): Bayer, Bufferin, Alka-Seltzer, Anacin, Excedrin, Empirin, etc. We all use good ol’ ASA for our headache, our fever, our aching bones, the flu, the “chills,” our sore leg or arm or back or head, etc., and it does a good job. In fact aspirin is probably the best non-narcotic all-purpose pain reliever we have. But it also has a few nasty little side effects at normal dosages that can make it dangerous for you. It can cause stomach bleeding, even if you’ve never had an ulcer. It can make your blood clot less easily, cause drowsiness, allergic reactions, runny noses, heartburn, nausea and vomiting. Not so good, you say. You want to try Tylenol instead? Okay, here goes.

• **Acetaminophen** Tylenol, Anacin-3, Phenaphen, Tempra, Arthralgan, Parafon Forte, Percocet, etc. etc. This drug can make you drowsy; just what you need during a long flight. It can also cause allergic reactions, impaired thinking and impaired con-

centration. We really don’t need any pilots suffering from these last two maladies. Not so safe as you thought, is it? You must also remember that most of the side effects we will talk about are insidious; ie. they sneak up on you without your being aware that they are there.

• **Dextromethorphan** Okay what about the nagging cough you have, left over from a cold or from all those “coffin nails” you’ve been puffing on? Some OTC cough syrup won’t hurt, will it? Try again! A lot of the OTC cough syrups have dextromethorphan in them: Benlyn, Dristan, Formula 44-D, Pertussin, Robitussin, Vicks, etc. etc., and this includes many of the cough drops that a lot of us eat in place of candy. Probably the most insidious side effect of the drug is drowsiness, but you can also be the proud recipient of such side effects as allergic reactions, dizziness, nausea and indigestion. If you take too much of this “good thing” (ie. it didn’t work the first time), you may become euphoric (superhappy), overactive, or feel as if you’re intoxicated.

Another drug that’s found in most cough medicines is guaifenesin or glycerol guaiacolate. Like dextromethorphan, it can cause drowsiness, allergic reactions, nausea and indigestion. This makes most cough preparations a double “no-no” for flying.

• **Decongestants** “Okay Doc, but I’ve got this ‘chronic sinus’ problem. I’m coming down with a cold, but I’m not sick yet – just this runny nose. In fact, this runny nose is driving me nuts! Let’s face it, you are not expected to fly with a runny nose. If you feel that lousy, don’t fly! Let’s clear up a myth here: There is no safe decongestant for flying. One just doesn’t exist. Period. Drugs such as Allerest, Contact, 4-Way nasal spray, Sinubid, Sinutab, Triaminic, etc. are dangerous to fliers, their primary constituent being phenylpropanolamine. Their expected side effects include nervousness and insomnia, but they may also cause headache, dizziness, nausea, vomiting and a rapid heart rate. It has been known to cause something as serious as an acute temporary mental derangement (psychotic episode). Now, that’s scary! You thought decongestants were supposed to make you sleepy? You’re right, some of them do. These usually contain chemicals such as phenylephrine or chlorpheniramine, as does Dristan, among others.

• **Caffeine** Is caffeine a drug? You bet! Is it bad? You bet! Have you noticed all the soft drink manufacturers advertising no-caffeine everything? We get most caffeine in the form of coffee, tea, chocolate, cola and other soft drinks. We all know that caffeine is a stimulant. That’s why many of us can’t get up in the morning and face the rising sun until we’ve had our first “fix” of the day. We all know it’s addictive, right? If you don’t, try going “cold turkey” with no coffee for 48 hours! People with heart disease or stomach ulcers should never use it. What effects does it have on you? Well, it causes nervousness, insomnia, and increased urine output. If you drink a couple of cups before your next flight – it’ll clean out the ol’ pipes and test your willpower at the same time. It can also cause headache, irritability, light-headedness, a feeling of drunkenness, impaired thinking, nausea, heartburn, indigestion and stomach irritation. No, I don’t think this one’s for you either. No wonder so many people are trying to kick the caffeine habit nowadays. At least, you may not want to indulge during pre-flight – but maybe after landing, though, to “settle your nerves.”

• **Tobacco** We won’t talk about nicotine. You surely have heard enough about the dangers of smoking so that we don’t have to dwell on this subject any more. One interesting piece of trivia, though. A drop of pure nicotine placed on the skin of a laboratory rat will kill it. Enough said.

Well, that about covers the most widely abused OTC drugs in our community. All drugs are “unnatural” chemicals in the body. They usually hang around for about four to six hours, sometimes more and sometimes less. Many have “rebound” effects after the effects of the drug wear off. A couple of good examples of this are a super “low” feeling after your last dose of caffeine wears off, or an extra stuffy nose after the effects of the decongestant wears off. These rebound effects may actually be more dangerous than the effect of the drug itself. *An equally insidious rebound effect can be caused by an abnormal blood sugar level. A coffee and doughnut breakfast with sugar and jam in or on everything is the worst possible wake-up menu for a pilot. Yet a very possible one if he is in a rush. Eat decent!! Editor.*

Is there any “safe” drug – any drug that is safe to fly with? Probably not. Periodically, we will hear from a doctor about a great new drug that you can fly with because it has no side effects. That doctor is probably mistaken in 99.99 per cent of the cases. Sure, some of you may be flying with medication prescribed “legally” by your friendly GP. But, whenever he allows you to fly on any medication, he’s taking a calculated risk. He should observe you on the drug for a period of time before letting you fly, and assure himself that, if you are experiencing any side effects, they are minimal. Drugs are just another stress factor – another straw that hopefully won’t break the camel’s back.

OXYGEN SYSTEM SAFETY

Arnie Meyer

Grande Prairie Soaring

Flying the wave can be an exhilarating experience. Flying it safely, knowing that your sailplane equipment is in good operating condition, can make that experience even more satisfying. In particular, the proper use of oxygen is vital to a person's safety when the ascent above 10,000 feet is made.

Oxygen can combine with (oxidize) almost anything naturally. Compounds made up predominantly of carbon and hydrogen (coal, wood, petroleum products) have a kindling temperature. Once that temperature is reached, oxidation suddenly becomes burning, and in an atmosphere of 100% oxygen, burning takes place at a greatly accelerated rate. When surrounded by pure oxygen, some oils and greases oxidize fast enough to reach kindling temperature in a short time. That's why you must always keep oxygen away from oils and greases, and keep oil and greases from getting into an oxygen regulator, bottle, hose, or mask. The only lubricants which can be used with oxygen (and then only on threads and O-rings) are special products approved for such use.

Oxygen is produced by the fractional distillation of the atmosphere we breathe, and has a high degree of purity. Oxygen produced for commercial, industrial and medical use is at a minimum 98% pure; however, it still retains a small percentage of moisture. For use in aviation, relatively purer oxygen (0.5% impurities) must go through a further drying process to remove residual moisture. This is very important to the aviator. **Use only oxygen which has been dried.** If a glider pilot were to use oxygen other than aviator's oxygen there is a very high risk that the regulator, cylinder valve or mask apparatus could freeze at altitude and make the system inoperable. That can ruin your day.

The use of aviation oxygen alone does not guarantee that your system will function properly. Other precautions must be observed. On occasions, after having returned from the wave, have you inadvertently left your oxygen supply turned on after getting out of the sailplane? Did your supply get very low while in the air? Once the bottle pressure has equalized with that of the atmosphere, any further attempts to draw oxygen from it may only cause warm moist "air" (not oxygen) from your lungs, to be returned back into the oxygen system, contaminating it. Most regulators are not designed to prevent a backflow into an "empty" bottle during descent. A minimum

pressure of at least 200 lbs should be kept in your bottle to prevent contamination.

If your bottle has been sitting around empty with the valve open, get your bottle "vacuumed". Most cities throughout the country have welding supply outlets, or oxygen producing facilities which have the equipment to do this. The vacuuming process takes only a few minutes. A suction is created until a vacuum pressure of 20 to 25 psi is maintained to draw out the impure and sometimes moist "air" present in the bottle. The valve on your bottle is then closed and the vacuum pressure is maintained until your bottle is ready to be replenished with pure aviation oxygen. Do *not* open the valve on your bottle until you are immediately ready to refill it, the purpose of vacuuming is defeated if this is done.

Check your bottle to see when it has last been hydrostatically tested. Along with a lot of other mystical markings, you will see one or more date stamps on the shoulder of the bottle, for example, 1-63. The number 1 denotes the month of the hydrostatic test. The dash (or other symbol) denotes the company which performed the hydrostatic test; 63 denotes the year in which the bottle was manufactured or tested. A hydrostatic test must be performed every 5 years (this could affect the Certificate of Airworthiness and insurance if someone wanted to get technical). It is not uncommon to see cylinders manufactured in the early 1920s that are still being used safely today. There are two reasons to have your bottle hydrotested. One is regulation, the second is safety. Each time the bottle is refilled, that metal has to stretch. The metal is under constant stress. If the bottle has ever been shocked, that is, been dropped on a hard surface especially when it is cold, it may cause the metal to become brittle and weaken the bottle.

Some precautions must be observed prior to refilling an oxygen bottle. Greases and lubricants of various types are used daily on sailplanes. Before securing any supply lines to your oxygen bottle, make sure your hands have been cleaned properly of any grease or oil you may have used when preparing your wing fittings or cleaning your canopy. If the oxygen system in your aircraft has not been used for some time or regulator orifices or pressure feed lines are left unattached, have the lines and attach fittings cleaned. Lines may be blown out with compressed air to remove dust particles. If the fittings have accumulated any oil or greasy film, obtain a small supply of chlorathane from a local oxygen pumping facility. Fittings may be wiped and or

immersed to remove any traces of oil or grease. Also, checking for leaks in your system should be done with an approved leak detector, do not use ordinary soap which contains petroleum products.

Replenishing the bottle in your glider should be done with care and proper method. If you haven't done it before, now is no time to be starting a self-help course – get the local expert to show you. Otherwise, even if you don't blow something up, you could waste a lot of expensive high pressure oxygen. The most common method of refilling is to hook up a system of three large 300 cubic foot bottles on a manifold system with a supply line. The oxygen is then "cascaded" or allowed to equalize between the supply cylinder (lowest pressure cylinder first) and the bottle in your sailplane. The first supply cylinder is closed and then the next higher pressure one opened, again until the pressure equalizes, and so on until your bottle in the sailplane has reached its acceptable operating pressure. **DANGER:** Do not allow the pressures to equalize rapidly (it should take approximately 10 minutes to fill a 22 cubic foot bottle). You are taking oxygen out of a very large cylinder and transferring it into a small bottle! The proper method is to crack open very slowly the valve on the large supply bottle, the valve on your glider bottle remaining closed. Once the pressure has equalized in the supply line (ideally a pressure bleed valve should be connected to the end of the supply line so impure atmospheric air can be flushed from the line), then crack open the valve on the bottle in your glider only slightly, so you can just barely hear the oxygen flowing in. Do this again for the other bottles in your sequence, but again – **very slowly.**

If a cylinder is allowed to fill too rapidly, the **extremely explosive** danger of a fire may occur. To begin with, even a clean bottle with clean fittings may explode if filled too rapidly. When you crack the valves wide open, a tremendous surge of pressure is flowing through the lines which causes much heat. This, combined with the purity of the oxygen, may cause oxidation (burning) which could ruin your day.

If fittings on your bottle are contaminated with dust, oil, or grease, and you allow the bottle to fill too rapidly, the heat created by movement of the oxygen combined with the purity of the oxygen and the contamination on your fittings greatly enhances rapid oxidation (burning). This could ruin your day!

continued on page 19

PROVINCIAL ASSN NEWS

BC SOARING SOCIETY

SOARING GOES TO PEMBERTON

For two years now, a small group of Pemberton pilots have been anxious to create some interest in soaring in that area in the BC Coast Range north of Vancouver. The keenest member of the group had contacted the BCSS to see if a glider and towplane could be brought to Pemberton for a weekend in order to give flights to interest locals.

When Jim Watson first approached us in 1982, it was a little late in the season to get anything organized but it was put forward as a 1983 project to be hosted by VSA. This planned visit was foiled by the DoT who closed the airport at Pemberton just before the proposed trip. This was not an act of spite, but of necessity as the airport was being prepared for paving.

Jim took this setback in good spirit and came to the 1983 Hope camp to learn to fly sailplanes and has been a VSA member ever since. He was still keen to get a soaring weekend at Pemberton.

VSA agreed to give the project another go in 1984 and the weekend of the July 2 holiday was set aside for it. One Blanik and one towplane were to go to Pemberton, the glider by road and the towplane by air. Also, three private ships were taken.

Russ and Heidi Myers towed the Blanik trailer up to Pemberton on the evening of Friday, June 29, while Lloyd Bungey flew AUJ from Hope to Pemberton via Harrison and Lillooet Lakes on Saturday morning. By 1100 the Blanik was rigged, but where were these hordes of locals anxious for glider rides that Jim had promised us?

In true barnstorming tradition, we decided that there is nothing like a beat-up of the main street to attract the customers. But this particular beat-up was rather more sedately performed than a true blue barnstormer would have done. Well, safety considerations made it so – the airport is 6 kilometres from the town. The tow passed over the town at 2000 feet.

Jim was keen to prove that Pemberton had great soaring potential and released into 5 knot lift, and was soon at 5000 feet. Seeing the Blanik was staying up, Andy Potomak immediately got a tow and disappeared for five hours in his ASW-19. He was shortly followed by Peter Timm in another ASW-19.

After about 40 minutes the Blanik returned to commence the passenger flights, for by now the stream of locals had started. The VSA pilots, who had come hoping to get some flying in, had to be content with 20 minute flights showing locals the joy of soaring since Jim had done his publicity work almost too well. The Blanik was kept extremely busy for all three days.

Sixteen passengers were taken up on the Saturday, 15 on Sunday and 16 on the Monday. In addition, a few brief flights were made in the Blanik by VSA members not qualified to take up passengers. To keep the VSA pilots happy, each of the passenger carrying rated pilots was given a short spell of three or four passenger flights each day to spread the flying around. This system worked very well.

While the Blanik kept the passengers happy, the private ships (a Libelle and two ASW-19) explored the local area for lift. On Saturday, all three ships made extended soaring flights. As mentioned earlier, Andy was up for 5 hours. Peter Timm achieved the greatest height for the day, over 7500 feet. Both Andy and Peter found the local wave to achieve their heights, as did Lloyd Bungey who was loaned Andy's ship about 6 o'clock and climbed to 6700 feet before being swallowed up by the snow showers, necessitating a hasty retreat. By the time he got back to ground, the rain had set in at ground level and this terminated the flying for the day.

On Monday, the day was slow in starting. The private ships sat a long time on the ground, giving the locals plenty of opportunity to admire them. Around 2 pm, however, things finally perked up and Peter Timm soon put his experience to good use by working his way back into the mountains where the lift was stronger. He reported lift up to 8 knots with a 9000 foot cloudbase. The flow of potential passengers out to the airport continued, and around 3 o'clock a stop had to be made on the taking of names for flights.

Judging by the enthusiasm shown at Pemberton, there is a good chance of a small gliding club forming there if some of the problems of having a small population base to draw from can be dealt with.

All were enthused by the soaring potential of the area and a further expedition is tentatively being scheduled for the Labour Day weekend. The support of the club for this trip was outstanding with 25 members and their wives showing their faces at one time or another in spite of it appearing to be a poor weekend based on the weather forecast.

The final tally for the weekend was: 47 introductory flights were given to people with no previous association with the sport. 13 hours of Blanik time was used on these flights; 10 other Blanik flights were made by VSA members for nearly 4 more hours; 25 flights were made by the three single seaters for a total of just over 23 hours of soaring time.

Lloyd Bungey

**THIS WINTER
DO SOMETHING
AEROBATIC!**

Arizona Soaring

ad

HANGAR FLYING

Compiled by Tony Burton

MY BEST FLIGHT EVER

Now that I have your attention, it's time to put George Dunbar, Trophies chairman, to work. Besides the trophies awarded for Best Flight, 5 Best, Novice 5 Best, etc. which have been explained to you before in **free flight** and in the SAC Procedures Manual (stored in the closet of one of your club executives), remember that Significant Flight certificates are awarded for any memorable flight.

What's memorable? If you tend to say "Wow!" on hearing of a particular flight – it is in the running. George has to hear about it though! CFIs, OOs, it is your responsibility to see that a good flight by one of your pilots gets the national exposure it deserves. Everybody likes a little recognition, so get to work on this now.

DG-500 IN PROGRESS

Glaser-Dirks is finishing the molds for a planned family of two-place gliders having various wing differences, or be self-launching. The maiden flight of the 22 metre, 60 HP engined version is scheduled for the first half of 1985.

The wings will be available in 18 or 22 m (the 18 m being 2 or 4 piece), and in glass or carbon (22 m, carbon only). The trainer version will have a fixed main gear, but others have a retractable option. The trainer is expected to have a max L/D of 38:1, other 16 m versions better than 40:1, and the 22 m better than 45:1. Weights will vary from 360 kg for the glass trainer to 450 kg for the carbon motorglider.

The most significant features of the 500 series will be the same as the single seaters: a very comfortable, safe cockpit with excellent visibility, and a wing section having low bug and rain sensitivity.

RS-15 OWNERS UNITE

Grant Louis is an RS-15 owner in Springfield, Mass. He's compiling a list of all RS-15 owners in the States and would like to add Canadians as well: object is to trade news, ideas etc. So, Colin, Bryce and all the rest of you – drop him a line, giving him some basic data on your ship and any other gossip. The address is 63 Pineview Drive, Springfield, MA 01119, USA.

MID-AIR TOW SAVES AIRCRAFT AND PILOTS

Loring Air Force Base, Maine.

USAF Capt. Robert Goodman used towing and mid-air refueling skills to possibly save the lives of two men and a \$4 million aircraft.

Capt. Goodman learned to tow gliders while a civilian. That experience came in handy while he was flying a KC-135 tanker aircraft – one that refuels other airplanes, in mid-flight – over the chilly North Atlantic recently. One of the accompanying F-4 fighter planes lost power.

The captain dropped to the F-4's level and hooked his craft's four-inch refuelling pipe to it, then towed the fighter as if it were a glider. When the disabled plane's engines came back on, he disconnected, only to see the plane again lose power. He dived and reconnected, but the fighter Jerked free. Capt. Goodman managed to connect a third time at his tanker's maximum speed, 500 mph, catching the F-4 just before its two pilots would have had to eject.

Capt. Goodman then towed the craft to the nearest airport where it landed safely. He towed it a total of 160 miles.

"Once they had landed, the two F-4 pilots were so grateful they kissed the ground and Goodman," reported a spokesman. "The North Atlantic is so cold ... you can make a valid case that Goodman saved their lives. He certainly saved the airplane."

1121 KM STORY TOLD

There is a very good possibility that Dave Marsden and Mike Apps will be featured in an upcoming issue of "Canadian Aviation" magazine. Watch for it.

NO STARTLINE

After a year in which several mid-air collisions occurred during competitions, the gliding committee of the German Aero Club has decided to abolish the start line for the 1984 German National Club class championships. Pilots will be timed from the moment they come off tow (from New Zealand Gliding Kiwi).

It appears that the increasing complications of organizing competitions and growing safety worries are forcing a rethinking of contest flying. A recent article in SOARING arguing against any use of additional ballast is a case in point. Auto racing has introduced rules to limit absolute speed in the interest of safety; perhaps pilots can accept that "enough speed" is all that is required also. Tony.

FLYING THE PUCHACZ

The Puchacz (Owl) is a delight to fly – so much nicer than even the Blanik. There is much more room and visibility from the back seat, and now that extra windows are [installed in the turtle deck], the rear pilot

can look backwards, and in a thermal with others I am content with having another glider behind or to the side – you can quote me! All the new Puchacz' will have the extra windows I am told.

Ian Oldaker

HP-22 ON THE DRAWING BOARD

Dick Schreder has a 15 metre, side-by-side two-place, self-launching amphibious sailplane in the works. The basic design so closely resembled an amphibian that making it water-capable added little extra weight or performance penalty. Designed for simple, jig-less construction by the amateur, it features a rectangular wing with spar caps cut from 1 inch thick plate, fuselage and tail having a large proportion of epoxy bonding and simplified riveting, automatic extension and retraction of engine, eliminating any need for manual or electric actuation, and retractable floats and wheels. Complete kit is US \$7000, engine \$3000. Dick is obviously looking for a larger market than just glider pilots.

DATA

Span	15 metre
Wing area	148 ft ²
Flaps	60° to -12°
Weight empty	500 lbs
Gross weight	1100 lbs (engine 100 lbs)
L/D max	30:1
Min. sink	120 ft @ 45 mph
Stall at gross	40 mph @ 0° flap 35 mph @ 60° flap
V rough air	120 mph
Vne	150 mph
Cruise speed	120 mph @ 50 HP
Rate of climb	900 ft/min @ 50 HP

SO YOU THINK OUR PROBLEMS ARE UNIQUE?

In Australia, radio licences have increased from Aus-\$28 to 35, and they expect automatic increases in the future, to a level which would be clearly unacceptable. Furthermore, it has been reported that recent legislation has changed the licence fee structure from that of a fee to a tax, to protect the concept from possible legal challenge. It is felt by many that the present fee structure has a large number of serious anomalies and that a re-examination of the whole system is needed.

In a recent meeting of the Sports committee of the Gliding Federation of Australia, a need was seen to give more explanation on the handicapping of gliders and the world team selection formulae and to providing some sort of continuity and guidelines between successive nationals to help save organizers having to reinvent the wheel each time.

CLUB NEWS

THE UNOFFICIAL MASTER LIST OF CLUB RULES

We thought that we would reprint the unofficial official rules of the club (as opposed to the official official rules, which no one has seen for years and are, in fact, locked in a filing cabinet in a disused men's room with a sign on the door saying "Beware of the Leopard.")

1. Come early (unpack the hangar) or
2. Leave late (repack the hangar)
3. Stay overnight. The club does not die at 5:00 pm.
4. Be ready on the flight line (the golden rule definitely applies here)
5. Chase a glider that touches down (participate)
6. Help record flight down times (especially when the field manager is getting harried)
7. Be nice
8. Be patient
9. Thank your towpilot
10. Thank your instructor
11. "Understand" that fellow club member who you always disliked (maybe he's not the jerk you always assumed he was)
12. If you don't know, ASK!
13. Volunteer (take the plunge it's fun!)
14. Leave everything else at home (your ego, your anger, your frustrations)
15. Keep your club clean, (this means throwing out yours, and maybe someone else's pop cans, haggles, Kleenex, apple cores, etc.)
16. Try doing the facilities a favour (wash a plane, clean a windscreen, sweep out a hangar, mow the grass, water the runway, gather some trash. We do not have resident elves for these tasks)
17. Share the load (who do you think operates the club? WE ALL DO)
18. Go to a club meeting. What better way to voice your opinion (no one will do it for you) and find out what's really happening.
19. Smiling is contagious infect someone!

from Cu Nim "Barograph Traces"

BETTER THAN AVERAGE

The weekend of July 28 and 29 was better than average of badge flights at the SOSA Gliding Club. Shirley Dashper achieved Silver duration in her 1-23. Ian Grant and Dave Teal each got Silver distance in one of the club's 1-26. Sid Wood got his Gold distance and Diamond goal in the club's Hornet, while Steve Mason did so in his Ka6. Pat O'Donnell did the same in his RS-15, Cedric Greenhill did it in his Club Libelle. George Betton did it in his Standard Libelle, as did Larry Springford. Just for insurance, Larry did it twice; once on Saturday and again on Sunday. Wilf Krueger flew the Thamesville/Flesherton 500 km triangle which was first achieved in 1981 by Peter Schwirtlich. [story in 5/81]

To round out the weekend, Walter Herten flew the same 500 km triangle on Sunday in his Standard Jantar for his Diamond distance. Closed course Diamond distance flights are pretty uncommon here in Southern Ontario so a special tip of the hat goes to Walter and Wilf for a truly splendid achievement.

Now, let's see, that makes about seven diamond legs, plus assorted gold and silver hardware. Probably not a record but definitely better than average.

Dixon More

The July 28/29 weekend was a "beaut" for pilots all over southern Ontario. Bob Carlson reported that cloudbase was 6-7000 feet agl with 6 knot lift and a light north-west wind. Boris Karpoff phoned to tell me that a pilot from Erin just missed a Diamond goal O&R flight by landing short at York's field, but did complete over 300 km to get his Gold distance. An excellent 500 km O&R was also completed by Hans Berg in a homebuilt from the Windsor Gliding Club field at Dresden with Borden as the turn-point ... not all winch launches are short. Unfortunately and maddeningly, he won't be able to claim his Diamond distance because the !&\$\$^% film processors cut his negative strip! Tony

VSA TRIES AN OPEN HOUSE

1983 had been a poor growth year for VSA. There was a notable lack of students throughout most of the year and at the start of 1984 prospects did not appear much better. Over the years, the club had utilized shopping centre displays as a means of bringing gliding to the attention of the general public, but the general consensus of opinion within the club was that these were now producing less results and it was time to try something new.

Russ Dunham, one of the few new members obtained in 1983, and also one of the most enthusiastic for a while, suggested that the club should hold an open house, and what was more important, offered to organize it. The "Open House" was to have been held on 16th, 17th June but this date was changed to 7th, 8th July.

To clearly define what would be required for the Open House to be a success, Russ produced a paper which outlined what would have to be done and the requirements of the members. One of the most important points was that the event would require the cooperation of all the club members to be a success. There would have to be adequate numbers of towpilots, pilots to fly passengers and other helpers to direct the ground operations to ensure safety of the operation.

Russ undertook a major effort with the radio, TV and newspapers to ensure the

Open House was widely publicized. In addition, every airport in the lower mainland was visited to ensure that notices were posted.

The excursion to Pemberton on the July long weekend was a fortunate exercise in handling a large number of passengers while keeping club members happy, and the lessons learned there were put to good use. In the week between Pemberton and the Open House, Harald Tilgner arranged for some towplane snags to be fixed, ensuring both towplanes would be serviceable. One of the snags turned out to be more major than at first thought and necessitated considerable effort by Harald on the Friday to ensure the work was all completed. A special trip to Hope mid-week by Russ, Harald, and Lloyd Bungey ensured that the Blanik used at Pemberton was rigged and ready for the weekend.

Although the Open House was scheduled to start at 11:00 on the Saturday, the first members of the public started arriving at 9:30. A broken oleo valve on one of the Blaniks caused some concern but fortunately a spare was available and there was only a short delay before both Blaniks were busily occupied giving introductory flights.

Club members all pitched in and helped. Some gave out information brochures, some helped ensuring the visitors were safely escorted to the take-off line and some helped with the flying. A pilot flying passengers generally did three or four trips and then was relieved by another. This ensured that the pilot did not get too fatigued and also kept everyone happy.

With two towplanes available, there were no restrictions on single-seater and private flying, although the Blaniks had launch priority. The soaring conditions were quite good so there were plenty of gliders in the air to maintain spectator interest. Monty Williams left his Standard Cirrus tied down near the flight line most of the time Saturday and Sunday so that there would be a fibreglass ship for the public to inspect at all times.

On the Saturday, 42 introductory flights were given and on the Sunday over sixty names were on the list by midday. The list ultimately held 93 names, but some of the people decided to come back another day. On Sunday, 62 introductory flights were given, making the weekend total 104.

The effect of this Open House will probably take some time to determine. Past experience with our mall displays has shown that very few members are obtained directly from such efforts. Their most beneficial effect is to make the public more aware of the sport of soaring and very often the new member comes to the club after hearing about it from a friend who came to the display. Thus, although the new member does not join directly as a result of the event, indirectly the event brings him to the club.

Lloyd Bungey

□



A NOVA SCOTIA DREAM

Dick Vine

The Bluenose Soaring Club plods its way through another 2000 flight season. We have two more Silver badges to show for our 1984 season. The club aircraft have only rarely been able to unloose their reins and escape the old corral.

XGU, the Cirrus, has been slinking about the province on an occasional 500 km attempt, but so far has been outside time limits at some point and has come back to Stanley.

Now what would really ruffle the local hen house? A 300 km flight in a K8 – now there’s a project which would attract national notice! Lacking 10 hour thermal days – it’s just not on – or is it? The real problem is that you can’t make progress upwind in a K8. But why bother, choose a day when the wind is strong enough to help, (but not enough to break up the thermals), pick a point 300 km away downwind and go for it. Hold on now just a minute! This is Nova Scotia, not the prairies that you’re looking at, with east coast humps and bumps, postage stamp fields hacked out of the woods, river valleys, and forested hills. But what better glider can you use than a K8 for small fields along with a reliable side-slip, good for any average school yard, truck-stop parking lot or what have you.

Let’s look at the map: a 1:250,000 shows some open country – Stanley to New Glasgow is okay, several of our members have done that already – New Glasgow to Port Hawkesbury is also okay, with small but plentiful fields all along the coast. Across the Canso Causeway to Port Hawkesbury airport, and we’re on Cape Breton Island. Now this is truly “furrin” parts; General John Cabot Trail territory, with rebels in skirts – male and female – ready with caber and haggis to defend the Highlands against incursion by the Stanley Stukas, ie. BSC K8s. They doubtless pave their landables with instant forest, or hay-rolls or resting regiments of rebels if nothing else comes to hand. But seriously, the highlands to the northwest should give good lift and there are a few clear areas shown on the topo. By now, the distance out is getting to be around 200 km and another problem comes into view beyond. Sydney airport is 360 km from Stanley, but it is also 25 miles from the cu above the Cape Breton Highlands and across the wind which might conceivably get a K8 this far. At 25:1, less a few for bad luck and old age, one might limp over the fence from 5000 feet late one summer after-

noon. Should one not make it though, Sydney is not noted for agriculture, but for steel making and coal mining (who wants to end up on a mine tip). So let’s look further on down the highlands, not much grazing land here except there’s always the Margaree River Valley – lush meadows and salmon anglers – but measuring it out it’s not far enough. How about Cheticamp? Real alligator country now; rocks, steep valleys, and not a farmer for miles en route, also – still not quite far enough. So Sydney it has to be. The wind situation isn’t hopeless, there might be a bit of tailwind in it. If there isn’t, well, we’ll have to do a power flight to prepare a map with recognizable landable spots; it wouldn’t be fair to take off in one of the BSC single place treasurers without a reconnaissance; also one should do a car trip to check out surfaces and to view the natives (potential rebels) from a safe distance. Well, with the power flying and the driving done and a well-marked map ready for the trip, range rings in place and heights to leave landable areas noted, what else needs to be thought over?

We all have a good handle on the micro-climate around Stanley (we ought to, goodness knows we’ve explored it enough), but how about the effects of the Canso Causeway and all that cold water and so little land. Should we go along the high ground on the northwest of Cape Breton and risk a long glide across the Bras d’Or Lakes in zero sink while Sydney climbs higher and higher up the canopy? Imagine coming within 5 miles of ground zero only to land [?!?!] in the murky waters of Sydney Harbour and get swept out to sea. Even if one got rescued, how would the Official Observer feel about the landing certificate from an inshore fisherman who was lost in the fog anyway? And how about that soggy barograph chart, all salty and limp as a piece of Glace Bay dulse.

... We Bluenosers only dream like this when our candidates at the instructors school come back telling of 400 km flights in 4 hours. Kestrels flashing over the field with nothing on the clock. One day maybe we’ll throw caution and one of our K8s to the winds and face the deadly perils of the Cape Breton Haggis Bashers and their misty glens.

I have a suggestion, Dick. Why not try going upwind about 60 km into the Annapolis Valley on a day with 10 kt winds from the SW, then dog-leg straight back downwind over all the familiar territory for 250 km to land at Port Hawkesbury. You avoid the "deadly perils" for the price of a slow, but short, first leg. Tony.

STARBUCK UPDATE

I was relieved to hear that Mike Apps and Dave Marsden, at the end of their remarkable flight, were able to find our field. I was also gratified to hear their compliments concerning the state of development of our new gliderport. Things have certainly come a long way since we first saw the place one year ago. Thanks, and a cold beer to all the people who have put in long, hot hours of hard work to get us where we are now.

The grass on our runways is filling in nicely, we’ve planted about a thousand trees in the campground, and we’re winning the battle of the weeds. At the moment, our biggest headache is poor drainage, and the sea of mud that develops after each heavy rain. Many times this season we have not been able to get the ships out of the hangar because of the mud. As a result our flying (and income) is down substantially over last year. But we are confident that properly placed drainage ditches, gravel, more grass, and of course more hard work will solve this problem.

Also in the works are a clubhouse/flight training centre, and cleaning up a dugout for a swimming hole and shower facility. If we can keep up the pace, within the next few years Winnipeg should have a really first class club location from which to enjoy our sport.

I should also mention the positive reception we have received from the local folks in the area. Several farmers have stopped by to offer advice on land development. One offered his time and equipment to spray our runways for the price of the chemicals. In return we are offering free fam flights to any of our neighbours interested in giving it a try.

We are now hoping for a dry fall and good soaring conditions to finish off the season.

Bruce Wilkin

THE JOHNSON FLIGHT TESTS

Book ad

FAI BADGES

Boris Karpoff

24-1/2 Deloraine Avenue

Toronto, Ont. M5M 2A7

(416) 481-0010

The following badges and badge legs were recorded in the Canadian Soaring Register during the period June 1, 1984 and August 1, 1984.

GOLD BADGE

206 Derek Kirby Erin

SILVER BADGE

676 Volkmar Helmenstein Air Sailing
 677 Kerry Kirby Air Sailing
 678 Dave Belchamber Gatineau
 679 Mike Apps Edmonton
 680 Richard Benoit Gatineau
 681 Theodore Froelich Gatineau
 682 Lee Johnson Grande Prairie
 683 Terence Filgate SOSA
 684 James Snell Bluenose
 685 Byron Bolt Bluenose
 686 "Buzz" Burwash Edmonton
 687 Roger Hildesheim York
 688 Robert Minchin Cold Lake
 689 Pat Wickenhauser Regina
 690 Danielle Lyon Vancouver
 691 Gerhard Schaefer Edmonton
 692 Linda Mikalauskas Kawartha

DIAMOND ALTITUDE

Bradley Johnston Air Cadet 5300 m Club Libelle Minden, Nevada

DIAMOND DISTANCE

Mike Apps Edmonton 1097 km ASW-20FP Chipman, AB

DIAMOND GOAL & GOLD DISTANCE

Bruce Finlay SOSA 334.5 km Mini-Nimbus Narromine, Australia
 Bryce Gormley Gatineau 310.0 km RS-15 Pendleton, ON
 "Buzz" Burwash Edmonton 315.0 km ASW-20FP Chipman, AB
 Danny Webber Cold Lake 302.0 km Nimbus 2B Cold Lake, AB
 Robert Carlson SOSA 328.7 km PIK-20D Virden, MB.
 Pat Wickenhauser Regina 311.0 km 1-35 Strawberry Lk, SK
 Derek Kirby Erin 314.4 km Phoebus B Grand Valley, ON

SILVER DISTANCE

Volkmar Helmenstein Air Sailing 55.8 km Ka6E Belwood, ON.
 Kerry Kirby Air Sailing 55.8 km Ka6E Belwood, ON
 Richard Benoit Gatineau 62.0 km 1-26 Pendleton, ON
 Theodore Froelich Gatineau 62.0 km 1-26 Pendleton, ON
 Terence Filgate SOSA 64.0 km 1-26 Rockton, ON
 Harold Knox SOSA 64.0 km 1-26 Rockton, ON
 James Snell Bluenose 62.0 km Ka6 Stanley, NS
 Byron Bolt Bluenose 64.0 km Ka6 Stanley, NS
 Barbara Estebany Montreal 115.0 km 1-26 Hawkesbury, ON
 Roger Hildesheim York 62.0 km 1-23 Arthur, ON
 Robert Minchin Cold Lake 84.0 km Libelle 301 Cold Lake, AB
 Danielle Lyon Vancouver 84.4 km Libelle 201 Invermere, BC
 Gerhard Schaefer Edmonton 110.0 km 1-23 Chipman, AB
 Neil Graham Montreal 75.0 km 1-26 Hawkesbury, ON
 Linda Mikalauskas Kawartha 64.0 km Cobra 15 Omeme, ON

SILVER DURATION

Dave Belchamber Gatineau 5:45 Skylark 4 Pendleton, ON
 Theodore Froelich Gatineau 5:17 1-26 Pendleton, ON
 Lee Johnson Grande Prairie 5:29 Phoebus C Grande Prairie, AB
 David Cole Toronto 5:14 Bergfalke II Conn, ON
 Ottokar Doering Montreal 5:35 Astir 77 Hawkesbury, ON
 Walter Ekiert Montreal 5:12 LS-1 Hawkesbury, ON
 "Buzz" Burwash Edmonton 5:43 ASW-20FP Chipman, AB
 Robert Minchin Cold Lake 5:17 Libelle 301 Cold Lake, AB
 Susan Eaves London 5:30 Grob Twin II Embro, ON
 Pat Wickenhauser Regina 5:07 1-35 Strawberry Lk, SK
 Danielle Lyon Vancouver 5:12 Libelle 201B Hope, BC
 Miroslav Stehlik SOSA 5:10 L-Spatz 55 Arthur, ON
 Linda Mikalauskas Kawartha 5:11 Cobra 15 Omeme, ON
 David Johnson York 5:20 1-26 Arthur, ON

SILVER ALTITUDE

Kerry Kirby Air Sailing 1250 m Ka6E Belwood, ON
 David Cole Toronto 1300 m Bergfalke II Conn, ON
 Walter Ekiert Montreal 1097 m LS-1 Hawkesbury, ON
 Roger Hildesheim York 1173 m 1-23 Arthur, ON
 Robert Minchin Cold Lake 1463 m Libelle 301 Cold lake, AB
 Danielle Lyon Vancouver 1676 m Libelle 201 Hope, BC

Gerhard Schaefer Edmonton 1100 m 1-23 Chipman, AB
 Miroslav Stehlik SOSA 1158 m L-Spatz 55 Arthur, ON
 Linda Mikalauskas Kawartha 1494 m Cobra 15 Omeme, ON

C BADGES

David Down Air Cadet 1:12 2-33 Borden, ON
 Robert Reist York 1:44 1-26 Arthur, ON
 Kenneth Brewster COSA 2:23 2-33 Chemong, ON
 Irmgard Mayer York 1:09 2-33 Arthur, ON
 Kenneth Marchard Blue Thermal 1:12 2-22 Medicine Hat, AB
 Harold Knox SOSA Rockton, ON
 Byron Bolt Bluenose Stanley, NS
 Therese Roth Edmonton 1:10 1-23 Chipman, AB
 Joanne Bennett Cu Nim 2:30 Open Cirrus Black Diamond, AB
 David Johnston York 5:20 1-26 Arthur, ON
 Robert Digennaro York 1:07 2-33 Arthur, ON

Pilots and OOS If you made that "once-in-a-decade" flight for a Gold or Diamond distance – DO NOT – repeat DO NOT send your film in to a processor. They will cut your negatives even if you are leaning over their shoulder and pleading to the contrary. Trust your film to a local studio; even a hobbist will treat you with more respect.

The National Office is almost out of the yellow-covered Edition 3 of the FAI Awards and Records Procedures booklet. Tony Burton is preparing an updated Edition 4 which will be available this winter for next season's badge and record attempts.

FAI RECORDS

Russ Flint

96 Harvard Avenue

Winnipeg, Man. R3M 0K4 (204) 453-6642

Notification of record claims

Straight Distance Multiplace, 406 km, 17 June 1984, Hugh McColeman, co-pilot Chester Zwarych, Blanik C-FTVT, flown from Chipman gliderport, Alberta to Langham, Sask. This claim exceeds by 153 km the previous record, flown by Lloyd Bungey with Dave Lovick on 31 July 1981.

Distance to Goal Multiplace, Territorial, 310 km, 17 June 1984, Hugh McColeman with Chester Zwarych, Blanik C-FTVT, Chipman to North Battleford, Sask.

Speed 200 km Triangle, 110 km/h, 1 July 1984, John Firth, Kestrel 19, C-GFGR, flown from Rideau Valley Soaring School (Kars) to Sharbot Lake to Calabogie, Ontario. This claim exceeds the previous record flown by Dick Mamini by 18 km/h.

Note: all record claims given in the previous issue, with the exception of the citizen's 100 km speed to goal (awaiting SSA homologation) have been approved.

GOOD FLIGHTS

254 km of an approximately 350 km goal attempt. Grande Prairie AB to Athabasca (130 km north of Edmonton), 14 July, Walter Mueller in a Ka6E. Conditions: somewhat broken thermals in a 15-20 knot tailwind. Courseline: forbidding! Walter flew a north course to follow the only highway and available airstrips, and after being airborne 4:50 hours, arrived at the east end of Lesser Slave Lake with only forest ahead to Athabasca and declining conditions. Landed at Slave Lake airport, and got back home at 6 am. Moral: Know when to quit. It was an exciting exploration of north country which has never seen a glider. *[Now Walter is no spring chicken any more and neither is the Ka6, folks, but he has shown a true spirit of adventure in this flight which we need to hear more of in this sport. Go thou, and do likewise. Tony]*

510 km O&R, Dresden, ON to Camp Borden, 28 July, Hans Berg of Windsor Gliding Club in a homebuilt. First 500 km flight achieved from WGC. Well done.

interest and support of competition tend to emphasize the equipment that competition has placed in Everyman's hand, not soaring technique which is more generally relevant. I suggest that is because very little evolution of soaring technique now comes out of contest flying. Competition is in a rut which only a change in philosophy will lift it out of. Unfortunately, it is not in the interest of the competitor to change anything because the present rules and tasks are undemanding of the fullest range or soaring knowledge and skills and minimize scoring risk.

Have you ever read or heard how brief and uninspiring the "how I won the day" stories have become? At Virden, some consisted of less than a single grammatically complete English sentence. Maybe that's one reason I find it so difficult to pry stories out of top competitors – they truly have nothing special to say! The best soaring stories in contests come from those in the bottom half of the list, those pilots who missed the "optimal" start time, the "optimal" course line, or the "optimal" final glide. It is the "how I lost the day but got back anyway" stories that most non-contest pilots would enjoy and learn most from.

Maybe it's time for the Sporting committee to add more challenging tasks to the rule book, or for task setters to be more demanding of pilots under the present rules. Maybe it's time for contest pilots to prove that the best of them *do* make their own luck. Maybe non-contest pilots would greet the competitive soaring idea less unfavorably if they thought entry wasn't limited only to applied mathematicians. Maybe then contests can get interesting for *everyone* again.

Tony

CROCODILE CORNER

Citabria, Black Diamond, July 19. Towplane overshot runway on a downwind landing. Broken gear leg and damage to side of fuselage, bent prop. No injury. Est. \$6,000.

Ka6E, Cowley, July 31. Outlanding in rolling countryside and possible wind shear caused very heavy landing. Extensive fuselage damage. Minor injuries. Probable writeoff.



COMING EVENTS

Sep 29-30 SAC Directors Meeting, Saskatoon, Sask. Details available from the National Office. (613) 232-1243.

Oct 6-8. **Cowley Wave Camp**. Host: Alberta Soaring Council, facilities usually open a few days before the "official" weekend date. Contact Ken Palmer (403) 284-1396 (H).

Oct 6-14, **Camp d'onde de Baie St-Paul**, Que. organisé par le Club de vol à voile de Québec (et à toutes les fins de semaine dès le 1 septembre jusqu'au 4 novembre).

Bay St-Paul wave camp, Que. Host: Club de vol à voile de Québec (also every weekend Sept 1 to Nov 4). Contact: Gilles Boily, 2005 Banville No. 6, Les Saules, Que. G1P 1H6 (418) 872-3017.

Jan 16, 1985 and the next ten consecutive Wednesdays, **Toronto Ground School**, 7-10 pm at Bathurst Heights Secondary School, North York. Cost approx. \$25. Call (416) 789-0551 for registration.

OXYGEN SYSTEM SAFETY

If your bottle has been weakened by shock or has been repeatedly filled beyond the specified operating pressure and combined with the two previous examples, this too may cause an explosion. This too will ruin your day!

If the bottle is filled a bit too rapidly, you are short-changing yourself and paying for more than you get, because when the bottle returns to ambient temperature, the system pressure gauge will probably indicate that it can still accommodate at least another 300 psi. Each oxygen bottle has a safety disc in the valve assembly. It is designed to relieve at one and two-thirds the operating pressure of the cylinder. Providing that your oxygen bottle has been properly maintained (it is only as good as its weakest part), the safety disc provides a wide margin of safety under normal usage. Some maintenance and care must be taken after your bottle has been refilled and the system is ready for use in the wave. If your system is contaminated, upon opening the valve the sudden surge of oxygen may force dust or grease to "dead-end" into the regulator and cause a fire.

Avoid the use of face creams, make up or suntan oil on your face under the oxygen mask. The presence of these could cause serious burns.

Contamination from dust, oil and grease combined with excessive pressure flow, and the purity of oxygen, are the major culprits in oxygen related accidents. If your oxygen system has been kept clean and maintained properly, you should expect no unforeseen problems in its usage. □

SAC DIRECTORS & OFFICERS

PRESIDENT & DIRECTOR-AT-LARGE
Bob Carlson
57 Anglesey Boulevard
Islington, ON M9A 3B6
(416) 239-4735 (H)
(416) 365-3558 (B)

VICE-PRESIDENT & PACIFIC ZONE
Harald Tilgner
90 Warrick Street
Coquitlam, BC V3K 5L4
(604) 521-4321 (H)
(604) 263-3630 (VSA)

ALBERTA ZONE
Ton Dening
Box 2569
Medley, AB T0A 2M0
(403) 594-2583 (H)
(403) 594-8369 (B)

PRAIRIE ZONE
Dave Hennigar
404 Moray Street
Winnipeg, MB R3J 3A5
(204) 837-1585 (H)

EXEC SECRETARY
Jean Matheson
485 Bank St.
Ottawa, ON K2P 1Z2
(613) 232-1243

ONTARIO ZONE
Al Schreiter
3298 Lone Feather Cres.
Mississauga, ON L4Y3G5
(416) 625-0400 (H)
(416) 926-1225 (B)

QUEBEC ZONE
Alexandre W. Krieger
1450 Oak Avenue
Quebec, PQ G1T 1Z9
(418) 681-3638 (H)
(418) 656-2207 (B)

MARITIME ZONE
Dick Vine
11 Garnett Street
Dartmouth, NS B2W 2N9
(902) 434-1573 (H)
(902) 426-3476 (B)

DIRECTOR-AT-LARGE
Gordon Bruce
154 Shannon Park
Beaconsfield, PQ H9W 2B8
(514) 697-1442 (H)

TREASURER
Don Dunn
28 Glenmanor Drive
Nepean, ON K2G 3G1
(613) 224-1110 (H)
(613) 996-9033 (B)

COMMITTEES

AIRSPACE
Dave Tustin
581 Lodge Avenue
Winnipeg, MB R3J 0S7

FLIGHT TRAINING & SAFETY
Ian Oldaker
135 Mountainview Road N
Georgetown, ON L7G 3P8
Mbrs: G. Eckschmiedt
John Firth
Bob Gage
Alex Krieger
Chris Purcell
Manfred Radius
Ed Sliwinski
Al Sunley
Ed Sliwinski

FREE FLIGHT
Tony Burton
Box 1916
Claresholm, AB T0L 0T0

FINANCIAL
Gordon Bruce
Bob Carlson
Jean Matheson

HISTORICAL
Christine Firth
542 Coronation Avenue
Ottawa, ON K1G 0M4

INSURANCE
Al Schreiter
3298 Lone Feather Cres.
Mississauga, ON L4Y 3G5
Mbr: Bryce Stout
Bill Mather

MEDICAL
Dr. Wolf Leers
4-4889 Dundas Street W
Islington, ON M9A 1B2

METEOROLOGY
Sepp Froeschl
1845 Brookdale Avenue
Dorval, PQ H9P 1X5

PUBLICITY
vacant

SPORTING
Al Poldas
36 Lake Crimson Cl. SE
Calgary, AB T2J 3K7

Mbrs: Jim Carpenter
Karl Doetsch
Jim Oke
Al Sunley
Ian Spence
Hal Werneburg
Robert DiPietro
Wilf Krueger
Ex Officio: Dave Marsden

FAI AWARDS
Boris Karpoff
24-1/2 Deloraine Avenue
Toronto, ON M5M 2A7

FAI RECORDS
Russ Flint
96 Harvard Avenue
Winnipeg, MB R3M 0K4

TECHNICAL
George Adams
12 Hiawatha Parkway
Mississauga, ON L5G 3R8

TROPHIES & CLAIMS
George Dunbar
1419 Chardie Place SW
Calgary, AB T2V 2T7

WORLD CONTEST
Al Schreiter
3298 Lone Feather Cres.
Mississauga, ON L4Y3G5