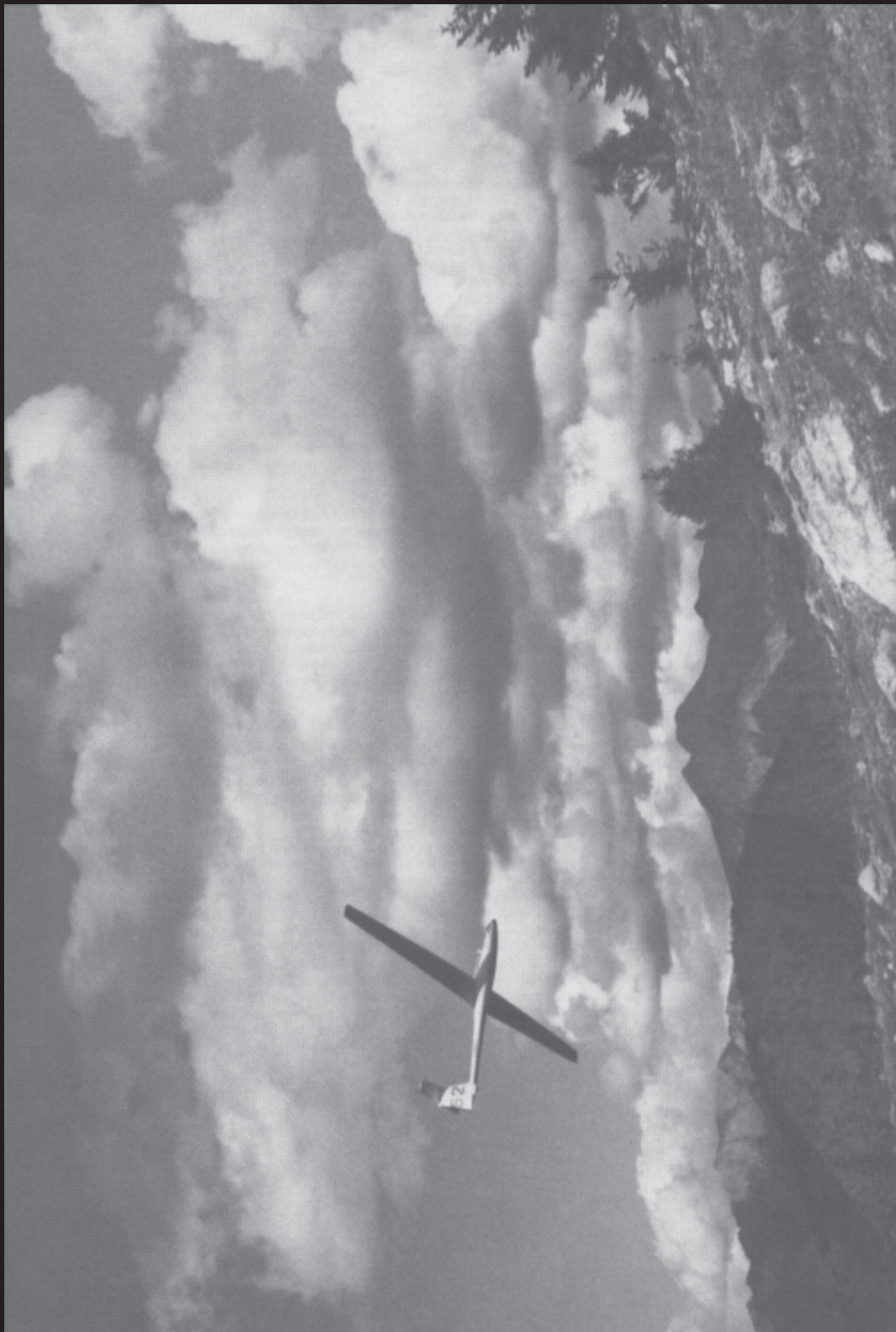


# free flight • vol libre

3/85  
May-Jun



# Musings

We had, I thought, a pretty good AGM. There were hours of discussion, some quite impassioned. There was a good dinner followed by a great dinner speaker, Steve MacLean of the Canadian astronaut team. There were good displays and door prizes. The Sunday workshops were excellent and well attended. The Erin Soaring Society did a great job organizing the show; many thanks, folks. Glenn Lockhard deserves special thanks for his leadership in organizing the displays. The reviews elsewhere in this issue will be good reading.

A contested provincial election brought Dixon More to the Board of Directors as Ontario Zone Director, and Alex Krieger of CVVQ was returned as Quebec Zone Director. Peter Myers, representing the Maritime Zone, was elected by acclamation. Al Sunley of Edmonton joined the Board as a replacement for the final year of Ton Diening's term. Ton was regrettably forced by circumstances of work and external pressures to reassess his commitments. SAC lost, and we were the poorer for the absence of his counsel at our meetings. Gordon Bruce of MSC was re-elected by acclamation at the AGM as a Director-at-Large. Please welcome the new directors by working them as hard as you can — they and I are here to help make soaring more enjoyable and safer for all. I would now like to highlight a few items from the AGM and the Directors meetings:

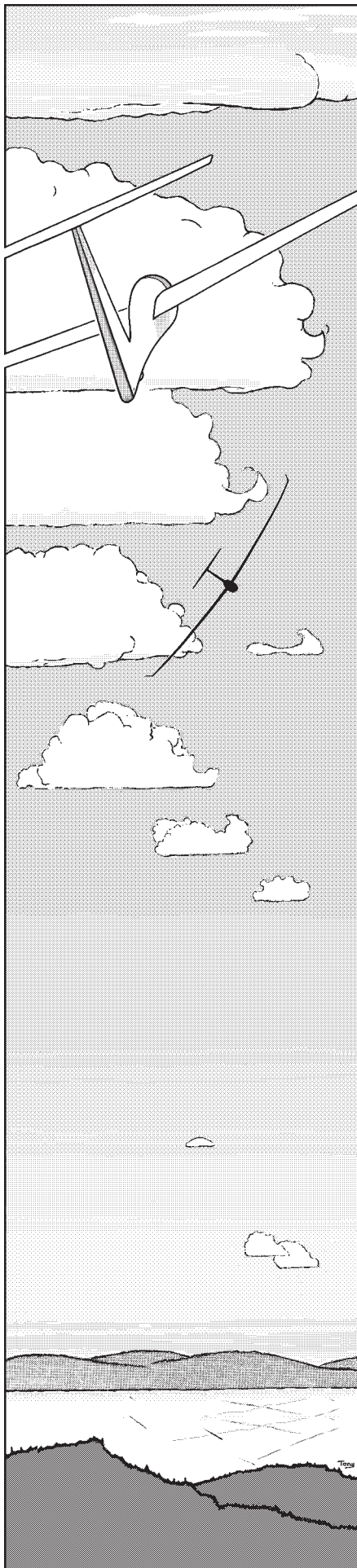
- It was my pleasure to select and award the Ball-and-Chain trophy to Al Schreiter (and by inference, to Charlotte also). This trophy was donated by JW Ames in 1951 for presentation to a married pilot for outstanding accomplishment. Al retired from the SAC Board this year after 10 years of dedicated service. At times he has been SAC president, Ontario Zone Director, Ontario Soaring Society president, and chairman of the Insurance committee. Al will continue as chairman of the committee for one more year, and thereafter I suspect he will enjoy many peaceful hours of carefree soaring. Thanks Al.
- Your acceptance of the Board proposal to create a new "Life Member" class was heartening (the old life members become "Honorary Life Members"). Admission into this new membership class is achieved simply through a \$1000 tax-deductible donation to the Pioneer trust fund. Thereafter donors are free of SAC dues. Wolf Lears (chairman of the Medical committee) has the honour of being the first donor, Dixon More is the second. Terrific examples.
- We have been advised by Sport Canada that we will receive a grant of \$24,000 or so this year. This is heartening because some sports who receive much more than we are being cut back. Fundamentally however, I am pessimistic about our retaining favour with Sport Canada. I refer you to my report to you in the SAC Annual Report for a brief review of my reasoning. The best quick example I can give is that Alberta, Manitoba, Ontario and Quebec have supported competition in soaring, eg., the Nationals. Sport Canada contributes absolutely nothing to the activity they are supposed to promote. While I am grateful for what we receive, I sure wish they would help where the encouragement is needed.
- Your Board and administration received a very clear message from you that we still haven't solved our membership/mailling list problems, and that you desire more direct mailings of AGM reports, notices and the like. The by-laws allow the use of **free flight** for notice of the AGM; but clearly it is not enough. Previous cutbacks in individual mailings were economic in origin (although the clubs always received full mailings). We'll have to find ways of doing it better with minimal increase in costs.
- For forty years now as your national association, SAC has tried to coordinate and lead the activities of the sustaining and club-affiliated member. It has been your representative to all federal government departments, most importantly Transport Canada. Internationally, SAC is your representative to the FAI. I think the job has been done well. During these years the scope and especially the volume of the work has grown. For example, most or all of the typing, mailing and organizing of the big committees and the Board, and many travel itineraries, is done by the National Office. Why travel? To be certain that we get the best fares for those who cannot use corporate crutches. Nevertheless, I feel that it is time we re-examined the role and duties of SAC. The Board and the AGM delegates agree. So it's up to me to formulate the task and farm out the work. I hope it will be done well before the October Board meeting. Please forgive the broad sweep of my statements, I haven't sorted out the details of my own thoughts yet. If, however, you have thought about what we should be doing, what we are doing that we should not be doing, or what we need to do better — whatever — write to your Zone Director. Better still corner him, and unload. But please, no generalizations, specifics are absolutely necessary. Let's air all of our laundry, constructively.

I tried to speak with some passion at the AGM that continued safe flight is something that we all have to work at. I especially like Peter Newgard's motto on his company handouts: "A SAFE YEAR IS NO ACCIDENT". Let's all work to make it happen, and along the way, to get one new person turned on to the joy of soaring. Above all remember that the crocodiles are waiting and always hungry. A final note. Your directors, in their wisdom, re-elected me as your president. I thank you for your trust, and I shall do as much as I can to make 1985 a successful year for all of us. Fly safely, fly well, fly as soon and as often as you can.



"We have seen others swallowed by crocodiles,  
and we have learned from their mistakes."

...the late King Sobhuza II of Swaziland



# free flight • vol libre

Trademark pending • Marque de commerce en instance

3/85 May-Jun

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

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- 
- 2 The high cost of training  
Lloyd Bungey & Monty Williams
- 4 Low loss instructing — Part 1  
Tony Hayes
- 8 AGM weekend      AGM report  
Ton Dening & Tony Burton
- Awards banquet  
                         Mike Basford
- Directors meeting  
                         Al Sunley
- 11 Bumble and the gremlins — Part 7  
Eric Newsome
- 12 1985 Nationals preview  
Denis Gauvin
- 13 Better soaring photos and how to take them  
Tony Burton
- 14 The tale of CF-ZAX  
Lloyd Bungey
- 19 Book review  
John Firth
- 20 Important Sporting Code changes  
Tony Burton

## DEPARTMENTS

- 14 Hangar Flying — one horsepower launch, loose tape problems, help wanted — towpilot
- 16 Club News
- 20 FAI badges
- 

cover

- Mountain soaring over the Columbia River valley on the Labour Day weekend last year. Bo Wasilewski of Cu Nim crosses the Swansea Mtn. hang gliding launch site above Invermere, BC in his Jantar. Photo by Joanne Bennett.



# THE HIGH COST OF TRAINING

*You will see in the "Opinions" column that Montreal Soaring Council is taking a careful look at its financial philosophy. They are not alone. A pricing structure that worked in 1975 may not be so good in 1985. Although each club may be unique in the method by which it supports its activities, perhaps something can be learned from a specific example. The following 'discussion' took place in the pages of the Vancouver Soaring Scene between Lloyd Bungey and Monty Williams:*

## *Lloyd first:*

Why is the membership in VSA down? Is it due to the recession, or do we deter new members with our high "up-front" charges. If the latter, perhaps we should be looking at skinning the cat differently, taking the hide in thin strips rather than in one great chunk.

Between 1975 and 1979 when the initiation fee was \$100 and membership \$86, the average number of new members was 38 per year. In 1980 the initiation fee rose to \$200 and membership to \$91, and new membership dropped to 17. In 1982, the initiation fee rose to \$225 and membership to \$192. New members dropped to 4. This drastic drop was attributed to the onset of the recession, yet it was not until mid-year that the recession effects began to be felt. In '83 we came up with the season pass to be paid up-front. New members in '83 and '84 were 7.

Our up-front charges have risen from \$186 in '79 to \$825 in '84! Are we cutting our own throats with our fee structure??

In essence, our current fee structure says we want an ab-initio student to pay \$1265 to reach solo standard (including 40 tows). Perhaps we should consider other ways of achieving the same result which are not so hard in the initial bite.

Suppose we were to come up with a low up-front fee — enough to cover SAC, provincial and club newsletters, and training materials, and have the student pay for flying by reverting to the "student ticket" system. The tickets should be priced to cover the flying costs and include tows. \$25 each would cover our costs provided the instructors kept the number of extended flights down. Under this arrangement, a student reaching solo would have paid \$1000, a little less than now. We then give the student full membership privileges on payment of the initiation fee and season pass, and the club comes out \$345 ahead.

Why rock the boat now? We need to take in about 15 new members every year just to maintain our current shrunken state, as annual attrition is about 28%. The best way to get new members is to catch them when they are hot; namely, right after the introductory flight. This worked in 1977 when Ray Parkinson caught them in the full flush of post-flight rapture, and signed them up left, right and centre. To do the same now, the up-front costs must be readily available to the prospective member. How many of us can write a check for \$500 without stopping to consider it? Our up-front charges (including a batch of initial flights) should be low enough to come out of a checking account without a second thought.

I can see two drawbacks. Firstly, if the scheme did attract members then the instructors would become hard pressed — yes, I remember the '77-'79 period, and at times the instructing did become a pain. Secondly, there are always new members who drop out — we now get \$500 plus from these. If we went to the proposed scheme, we would lose on the potential gravy, but not on flying costs which would be covered by the "student tickets".

Our real need is members. Sure, gliding is expensive, but if we restrict entry to the rich we lose a lot of potential soaring pilots. Only about 10% of those who begin become long term members, but the numbers don't change according to the ability to pay up-front. Soaring pilots come from all walks of life, and it has been my experience that many of those who get hooked on the sport are the ones least able to afford it. In summary, the up-front charges should be within the "I can write it now" capabilities of the average checkbook.

## *Monty responds:*

Lloyd is correct in noting that our best years for new members occurred when our front-end charges were lowest. What is not stated is the human cost. In addition, no mention is made of the fact that previous to this period, the initiation fee had been \$200 (\$100 to get into the Schweizers, and \$100 to get out of them). The increase in initiation dues has, since that time, increased 50% while glider costs have tripled. Lloyd is quite correct in stating that high front-end charges impede recruiting, but for better or worse these were all carefully thought out policies. Maybe the time has come to overhaul the structure, but let us not do so thinking that the present system was arrived at by accident.



## **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.

free flight is the Association's official journal.

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

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

All material is subject to editing to the space requirements and the quality standards of the magazine.

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

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L'ASSOCIATION est membre de "L'Association Royale Canadienne des Aéro Clubs" (RCFCA – Aéro Club National Canadien), représentant le Canada au sein de la Fédération Aéronautique Internationale (FAI), administration formée des aéro clubs nationaux responsables des sports aériens à l'échelle mondiale). Selon les normes de la FAI, l'ACC a délégué à l'Association Canadienne de Vol à Voile la supervision des activités de vol à voile telles que tentatives de records, sanctions des compétitions, délivrance des brevets de la FAI, etc. ainsi que la sélection d'une équipe nationale pour les championnats mondiaux biennaux de vol à voile.

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Toute correspondance faisant l'objet d'un sujet personnel devra être adressé au directeur régional dont le nom apparaît dans cette revue.

Les textes et les photos seront soumis à la rédaction et, dépendant de leur intérêt, seront insérés dans la revue.

Les articles de vol libre peuvent être reproduits librement, mais la mention du nom de la revue et de l'auteur serait grandement appréciée.

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5

## WINCH COMMENTS FROM BLUENOSE

I thought the winch article was absolutely first class. Windsor's experience seems to parallel ours closely. Personally, I would favour putting the winch on a truck like we did. That way, if a wind change indicates a move to the other end of the field, we start the truck engine, launch the last glider, anchor the wire and drive the truck to the other end, then block the wheels again. We are ready to launch in the time it takes to make one tow.

Now that we have radios in all the club gliders except the 2-22, we can direct people to land at the other end while they are in the air.

The hydraulic cable drag brake is a great idea. It would save us from wire damage when the retrieve goes wrong. This is not frequent, but costs us splices almost every time it happens.

If we built a new winch it will probably be a double drum with no level wind like theirs, on a 3/4 ton pickup chassis with trailer hitch so we can travel to the Annapolis valley or Cape Breton hauling two K8s in one trailer. Also, we would like to try a reverse pulley into tow — the vehicle costs go to virtually zero. The tow car would need an emergency release and a load sensor. The pulley assembly would be simple to construct, and a concrete pad with securing bolts at each end of the field would be easy to build also.

Windsor's wire performance seems to be better than ours. We have only once gone more than 1000 launches without a break. The drag brake could be one reason. It isn't clear how much training their operators get. We are fairly casual about it, and start people off as soon as they are solo. It is now so simple that we get pretty good results. Although the training of new people often results in delay and foul-ups, and it is almost worth making do with the regulars to avoid the hassle, it isn't fair of course, because it affects a member's value and position within the club. We do train most members if they don't show any major ineptitudes.

We seem to get better heights than Windsor: 1200-1300 in the 2-22, 1400-1500 in the K7, and 1800-2000 with K8 (maximum 2780 feet in a gale) and single seaters. This is doubtless due to our 5200 foot field. Could Windsor put its winch in the next field?

We find the comments on costs to be true. As our equipment is much older, our cost was about 900 per launch last year. We charged \$3.50 per trip and use the profits to pay for other costs such as glider purchases and insurance.

# OPINIONS

We shall look at our operation in light of Windsor's experience, and think about starting on a spiffy new winch like theirs. Thanks to Eric Durance for a fine and valuable article.

Tom Foote

## AN EMBARRASSING TYPO

I am sure that the Canadian Museum of Flight and Transportation will be pleased that you reprinted the article about them in 2/85. However, there is a serious transcription error in your story which requires correction.

The third paragraph of the **free flight** article stated, in reference to their glider collection, "Several of these are still flying (although the C of A has lapsed...)". The original article (in the BC Soaring News) read, "Several of these are still **flyable**, etc."

Since the **free flight** version implies, incorrectly, that the Museum is flying these gliders in contravention of Air Regulations, I am sure they would want our readers aware of the correct situation. Many of the Museum's collection of aircraft are flyable but few are flying, since the cost of maintaining the paperwork (doing CCLs and arranging test flights) would use funds better spent on restoration and salvage...

Lloyd Bungey

*You are right, and my apologies to the Museum. (Lloyd is the president of the BC Soaring Society, editor of its newsletter, and a prolific contributor to free flight. He has also recently begun work for the Museum in aviation historical research — a talent he has used often for our sport. Ah, it must be nice to get paid for your hobby.) Tony.*

## THE AGM AS A SYMPTOM

SAC is not healthy now, I don't think anyone would dispute that, but are we speaking of 'physical' or 'mental' health? I don't wish to comment on the physical aspect, which is evidenced by our present slack membership figures.

Clubs are getting the message that soaring is essentially invisible to the potentially interested man-on-the-street, and that the club membership secretary can no longer hope to have enough people trip over the club during a Sunday drive in the country to maintain growth. Membership gains in a weakened aviation environment require a reordering of each club's effort in merchandizing the sport. Selling is not a skill we have had to use, but now we must, and vigorously.

continued on page 22

# LOW LOSS INSTRUCTING

Tony Hayes

Adapted from a series  
in Australian Gliding

One would not have to be in gliding for long before coming across some well known topics that consistently come up — pupils complaining that their instructors cannot communicate, or everyone concerned at an increasing difficulty in attracting and retaining new members. This series of articles sets out to establish a middle ground, to present pupils with a clearer idea of the formidable task an instructor undertakes for no other reward than to see the pupil gain; to suggest to instructors underlying viewpoints on what their pupils are seeking; and to see if instructors and pupils alike are able to more productively co-operate, thus keep more people gliding and reduce wasted time, effort, and money by clubs and established members in maintaining training facilities.

The mechanics of instructing are a little dry and at times appear quite abstract, so to keep the series at a general interest level attention will focus on how our activities turn out in practice. I will be using some concepts that, listed alone, appear quite strange — landing off-field is not the main purpose of off-field landing training; successful spin training is dependent on a pupil's first instructional flight; how pupils may teach themselves stall recoveries; why many instructors reverse their instructional methods at the launch failure stage of training without realizing it; why growing experience in early solo pilots ensures that many will have to be re-taught pre-solo exercise. A bit different? Well maybe, but you will find it turns out all right in context and maybe, more people will obtain more enjoyment and cheaper gliding as a result. But first we must establish a basis from which to work...

## PART 1

Tony Hayes is an experienced instructor, well qualified to comment on techniques of imparting instruction and the problems of student pilots. He has held an instructor's rating for 17 years, having flown sailplanes in five countries. During this time he has flown more than 85 types of sailplanes, nearly half of which were trainers of one type or another. He has instructed full-time for eight years in the UK and Australia, being employed by four clubs and a company outside gliding. Three years were spent at Lasham as Derek Piggott's deputy.

The last three years as a full-time instructor were spent almost exclusively on development, instructor training and marketing, although he had been involved in these areas before.

Tony is the author of two manuals on training structures and has written articles for *Australian Gliding*, *Aircraft*, *The BGA Instructor*, and other magazines. In addition to experience as a salaried manager, he has served terms as treasurer, secretary, chairman and chief instructor with various gliding clubs. All of this has given Tony Hayes a very broad and varied experience of gliding and instructing.

### NUTS AND BOLTS

No matter how sophisticated or attractive gliding may become over the years, we are left with an enduring and unavoidable fact — the would-be glider pilot must join the gliding movement via the training system to reach the goal which motivated him or her to join the sport. The key word here is motivation, and to maintain this the new members are in a constant state of balancing what they are obliged to input or put up with, against the rewards they get back.

As training is the only form of flying they are experiencing then the balance will be struck on how acceptable that training is.

To a great extent it is instructors and how they interact with their pupils which becomes the pivotal decision point on whether a new member continues in the sport or fades out at some stage of training. People will tolerate or 'balance out' distance, facilities, cost, etc. if they are receiving worthwhile results, but they will lose interest rapidly if the form of flying they are obtaining over a series of visits is not **obviously** progressing them to their goal. So, is training an open road to realization of a new member's goals, or is it a barrier standing between requirement and achievement? This will depend on two factors:

1) the instructor's response to the pupil's motivation, and

2) the pupil's understanding of how the instructor is progressing him through the training syllabus.

### PURPOSE AND REALITY

Plainly the prime purpose of training is to support pupil motivation, for without motivation there would be no pupils and therefore no training taking place. To this prime purpose has to be added controls, these being safety and standards, to ensure that the quality of what is taught meets a certain minimum standard.

However, in the reality of a gliding operation, the prime purpose fades and is effectively replaced by the controls. Most people would not see training as other than a discipline of safety and standards. This is how it happens.

Firstly, gliding instruction is conducted by people in a voluntary capacity and there is only so much you may reasonably expect such people to do in their leisure time. We are simply not going to have 100% of our instructors highly trained to a professional standard and then be indulging in post-course, high-grade, personal development studies. A new instructor brings a grounding of teaching theory and flight lesson planning to the task on hand and then meets the reality of the gliding operation.



There is a pool of pupils who come and go as they please, maybe erratically and with long gaps between flights. They fly with a variety of instructors who all have their own pet ways of putting the message across. It is normally not possible to spend extended time with individual pupils because others are eagerly waiting for their turn.

Over and above the main teaching task, the attention of the instructor is divided amongst other responsibilities of the operation, so safety and standards take on more prominence. A fluid situation such as this must be controlled, maybe very tightly, or someone could get hurt.

In the above situation there is a focusing of attention. For the benefit of the pupil, who may not be seen again for weeks, the instructor will attempt to undertake a phase of training which hopefully may be completed in the time, and flights available on any given day, thus giving the pupil one complete step forward. This is assisted by the flying training manual which is a sequence of exercises in a logical, progressive order and which may be undertaken piecemeal — small skills being established and then combined into larger skills (the Basics), then translated into activities (the Techniques).

There is nothing fundamentally wrong with training this way. We have little choice in any case, but we do pay a price for it.

With the overview of experience, the instructor will see that the pupil has just made a positive step towards his goal by completing an exercise. In the instructor's mind the training manual is laid out and the pupil's progress is clear but the instructor possibly forgets that the pupil does not realize how much perspective and appraisal of progress the pupil needs to support motivation.

Through the less-experienced eyes of the pupil, training was probably anticipated as being a steady flow of activity, but in fact is found to be a series of stepping stones whose direction seems to vary and whose progress rate is veiled by lack of information. In this situation the long periods of waiting between flights, the heat, dust, flies and all the other good things in gliding life become more noticeable. The balance begins to change and resolve to continue weakens. Is it really worth it?

Encapsulation of training into small steps has a detrimental effect on the instructor as well but this usually passes unnoticed. With attention concentrated on 'set' exercises, growing experience enables the instructor to become better and better at teaching a particular exercise. Paradoxically, this is making him into a worse instructor, because his teaching technique evolves as part of the actual exercise. He thus loses the flexibility to teach or recapitulate partial exercise as well as he is able to teach set exercises. This is noticeable in the more advanced judgement exercises which spread over several flights/visits to the club. It is not uncommon for pupils to be 'taught' these exercises in a negative manner — the pupil consistently being told he is wrong until he gets it right by a process of elimination.

Instructors thus 'train' themselves to a point where interaction of personalities appears to be a dominant part of instructing, whereas it should be only a minor part. Such instructors do not realize that they have put themselves in chains by combining what to teach with how they teach it, and so lose the flexibility of changing their presentation to minds different from their own without also changing the subject matter of what is being taught.

Once again through the eyes of the pupil, such instructors may appear to have a quite variable working ability — at times they are very good, at other times they may be less so. One pupil makes rapid progress with an individual instructor while another pupil finds progress slow, irritating and, in the worse case, degrading.

### PERSPECTIVE

The points made so far stand out when comparing training activity in a full time flying school to the weekend volunteer glider instruction. Where the professionals will

adapting to the pupil, not making the pupil adapt to themselves.

All instructors would genuinely like to be constantly supporting the pupil's motivation by making it an active and major factor in training, but division of responsibility reduces effort available, as does essential preoccupation with safety and standards. The gliding club structure virtually forces a new instructor to establish encapsulated teaching methods which growing experience then evolves into permanent habits. Thus, we ourselves build the triggers which cause instructors to squander their efforts, clubs to maintain training systems which have a small percentage achievement rate in terms of new established members, and the pupils themselves are left balancing the appeal of a very attractive sport against the frustration of making little apparent progress.

We may more clearly see effective club instruction depending less on how well a certain exercise is taught than on how well it is related to past activity and activity still



Ian Oldaker

consistently score over the average gliding instructors is that they appear to run into very few major personality problems with their pupils. If you study them at work you may detect why.

Superficially they seem to have the knack of getting on with a wide variety of people. In reality they are using a very simple technique which evolves through repeated course flying. The subject matter of what is being taught is known intimately and this is applied by a standard approach treating all pupils, initially, as if they were the same. When a pupil diverges from the norm in comprehension, skill acquisition or confidence, the instructor diverges with them, slowing down or speeding up the rate of teaching, changing expression, visual cues, emphasis and so on, but keeping the subject matter of the exercise constant. Such instructors are making a clear distinction between what is being taught and how it is being taught, they thus enjoy fewer personality problems as they are actively

to come. We may accept that maintaining a flow of instruction over the erratic attendance of pupils will both support their motivation, reduce hand-over problems between instructors and reduce those minor losses of extra unnecessary flights, repeated exercises etc. which, when combined, become unacceptable and so become the major loss of another member. But how do you do it?

Well, the first thing you do not do is go around making major changes. Most of the problems are associated with shortage of time and distraction as it is, without increasing the workload. To be effective, instructors require less to do not more, and improvements have to be simple so that they may be rapidly adopted.

So this is what I will be proposing — that, as instructors, we do less by making more efficient what we are already required to do.

continued on next page

Achieving this will depend on adopting a simple activity sequence which may be applied to any exercise, basic or advanced, manipulative or judgemental, which you could write on a scrap of paper. There is nothing clever or mysterious about this. If you are an instructor, you already have the information.

## POINT OF CONTACT

If a new member's interface with the gliding movement is via the training system, he has no choice but to pass through, then the point of active contact is with his instructor whose performance will determine how much friction is generated by that contact.

All well and good, but we are just loading the instructor with yet more responsibility. We have to be more specific. The point of contact has to be well enough defined for us to use or manipulate it for both the instructor's and pupil's benefit.

Our prime objective is to maintain and support the pupil's motivation, which requires the pupil to be able to see what he is being subjected to in terms of a flow of interlocking activities which is taking him towards his goal. Each activity must be valid, both to retain the pupil's interest and attention and also to ensure that we avoid incidental losses such as repeated exercises, unnecessary assessment flights or moving on too quickly and missing out some sections. We must also ensure that we are fully supporting the basic essentials of safety and standards by supplying the pupil with what he needs as well as what he wants.

With such variety amongst pupils, ranging from 20,000 hour airline captains seeking relaxation to people with no knowledge of aviation at all, it is simpler to view the pupils not as what they are now, but what they must become. In short, we may consider each pupil as beginning with no knowledge and terminating at solo standard (or whatever).

The Point of Contact then appears at the part of the syllabus on any given day as determined by the pupil's current standard. This appears very simple, which it is, but by starting at this point we obtain organized access to a range of underlying factors which will allow even the most mediocre instructor to operate effectively.

## CONTROLLING PROGRESS

A most important fact in any instruction of skills is equal participation by instructor and pupil. The instructor requires a steady source of feedback from the pupil on which comprehension and therefore progress may be assessed. Equally, the pupil requires active participation in the teaching process to both complement the learning process and, very importantly, allow him a measure of control over his own learning rate.

So from the simple concept of a Point of Contact applied to a set syllabus the following benefits emerge.

Initially, the instructor is setting a mental attitude that today's isolated exercise is in fact a natural progression from what the pupil has learned previously and will be forming a further part of the base which the later exercises will be built upon. Only the pupil knows exactly what he has absorbed from prior activity, so from the outset of the exercise the pupil is drawn in as an active, participating partner. The pupil's response to the establishment of his progress allows the instructor to exercise the safety and standards controls, ensuring nothing vital has been missed or not understood.

At the same time the pupil himself is indicating what he knows and is thus determining his progress — the instructor is no longer seen as a possible barrier to advancement, making arbitrary decisions for which the pupil may not be given reasons, and then using the pupil as a target at which information is propelled.

This is all very well, but the working club instructor is unlikely to be trotting around applying abstract considerations to his work. We therefore require an aid or tool which the instructor may use as a practical, standard control to what he is doing and thus not diverge into areas which immediately begin generating losses. Possibly the most effective such control is a teaching sequence which, with use, becomes an established habit.

## LOW LOSS INSTRUCTING

A teaching sequence which keeps the instructor away from areas and activities which impede the pupil's progress, is as follows:

Pre-Flight Activity	Assessment 1 Organization Orientation 1 Explanation
In-Flight Activity	Demonstration Prompting Practice Fault Findings
Post-Flight Activity	Assessment 2 Orientation 2

This sequence promotes instruction into a running flow of activity, no matter how irregular the pupil's attendance might be or how many different instructors the pupil flies with. To make it even more manageable, I usually suggest to instructors that they list the following on a card and keep it in a pocket for a time as a memory aid:

- What progress?
- What's next?
- Why it is needed
- What is it
- What it looks like
- Prompt
- Practice
- Fault find
- What, progress?
- What's next?

Despite the apparent simplicity, there is a great deal of complexity below the surface for the sequence serves a dual purpose of meeting not only the human side of teach/learning but also the practical side of safety

and standards. It makes not only the pupil's performance easy to control but also the instructor's.

It is not practical to go into depth here, but a brief look at the components will give an indication. A simple definition of instructing may also be of use at this point — Communication, at a controlled rate of Skill, Confidence, Responsibility and Knowledge, to meet a target standard of safety. Communication is controlled by the teaching sequence.

**ASSESSMENT 1** locates the Point of Contact at the comprehension/ability level of the pupil, enabling progress to be continued while avoiding losses from over or under progressing the pupil.

**LESSON ORGANIZATION** locates new activity within the overall flight but mainly divides responsibility areas in advance — who will be doing what and when — therefore maximizing the pupil's time on the controls.

**ORIENTATION 1** validates the activity to come by fixing it in the pupil's mind as the next logical progression and therefore sharpening his interest. It also defines responsibility transfer as the coming flight is outlined.

**EXPLANATION** is a concise description of new items of knowledge/skill the pupil will meet on the coming flight which mentally prepares him for what is to come. With the groundwork (pun intended) done, we may now progress aloft.

**DEMONSTRATION** puts into practice what we have explained to the pupil prior to the flight. It is the initial point of transfer of skill and establishes a standard which the pupil must copy and meet. There are virtually no exercises which should not be demonstrated prior to the pupil attempting them.

**PROMPTING** is the practical transfer of skill. With the instructor off the controls, the pupil is verbally guided into producing the activity himself. As his ability and confidence grows, prompting is reduced, effectively transferring responsibility, confidence and skill to the pupil.

Over a period of **PRACTICE** the skill becomes established in the pupil who may now produce the action on demand with no assistance.

The exercise has now been 'taught and understood' and we have just moved the Point of Contact further along the syllabus.

**FAULT FINDING** I will discuss in more detail in a moment.

Back on the ground the instructor moves into **ASSESSMENT 2**. Having organized the flight carefully, it is now a simple exercise to accurately assess the pupil's performance — may we move on? Should we consolidate a little more? This is determining the structure of the next flight. If the pupil is to be flown straight away, Assessments 1 and 2 bend around and merge, giving a tightly controlled ongoing flow of activity. If the pupil is not to be flown again that day, it



becomes the practical and motivational bridge between the flight just completed and the next time the pupil chooses to appear.

This is achieved by ORIENTATION 2 where the pupil is given a fair and accurate assessment of his progress and clearly told what he should be doing next flight. This gives his next instructor a new Point of Contact. Thus the procedure continues, connecting the separate flights.

**FAULT FINDING** I am dealing with this separately because of its importance. It's in fact the precise point where an instructor determines how effective he will ever be at the task. It is also the main source of irritation and motivation loss in pupils. Instructors are human and are so prone to taking the 'easy' way out. They know their subject intimately and it is only too easy to say what is wrong when a mistake is made but regrettably, by doing this the instructor destroys the continuity of overall instruction, demotivating the pupil and probably tripling the workload.

Instead of being negative, let's be positive, let's consider the overall context of what we are doing in instruction — we are transferring a number of factors from instructor to pupil — therefore if the teaching sequence given has been used correctly up to Fault Finding, the instructor should have confidence that the exercise has indeed been 'taught and understood'. The pupil now has the skill and experience and should be capable of identifying his own mistakes. So when an error occurs that is a product of a previous exercise, the instructor asks what is wrong and does not state what is wrong.

The pupil might be overloaded, knows it and says so, therefore the error may pass with little comment. On the other hand it could be a comprehension or skill problem which initial training has not fully established and points out the need for further instruction or practice. In this manner, Fault Finding becomes a positive barrier across the syllabus which gives the instructor an exact grip on Safety and Standards but which also gives the pupil almost total control of his own progress, for he moves the barrier along the syllabus by proving he has fully absorbed previous exercises.

This apparently trivial point is the main foundation of the practical aspects of flight safety and airmanship, for it forces the pupil to think clearly and analytically in the air as an ongoing and routine part of training and makes him prove he is able to do so. What is less obvious in the first days of using this technique is that a behavioural pattern is being established between instructor and pupil which will later reduce most of the friction caused in the often contentious area of post-solo supervision — but more on this in later parts to this series.

## REVIEW

A simple definition of what I am calling Low Loss Instructing is this — Continuity of Motivation as seen by the pupil in harmony with Continuity of Training and Safety as



seen by the instructor. It is not a theory based on opinion. I have been using it for more than 14 years and have taught it to many instructors. Many club instructors have developed it for themselves.

The main benefit is that the instructor does not have to apply any deep knowledge of communication theory. The sequence covers this for him, providing a pattern of activity which will avoid loss areas, keep the pupil happy, and progress and support safety and standards. What the instructor must know is the flying training syllabus to the extent that he could list the correct order of exercises from memory. Many instructors genuinely believe that they fulfil the requirements of each flight lesson sequence. On the other hand, many pupils are aware that important components are too often lacking. This is not poor instructor training, neglect or incompetence — it is merely that in the competing distractions of an active gliding operation it is the simple things that are first overlooked, until it becomes a habit not to use them.

Instructing may be viewed from two separate positions. It may be seen as a composite skill formed of the instructor's abilities and personality closely interwoven with individual training syllabus exercises. The consequences are that pupils have to adapt to quite different teaching techniques and forms of expression when learning from various instructors. Also, instructors lose a great deal of the advantage which growing experience should give. It becomes difficult to refine your instructional technique if "How to teach" is mingled with "What to teach". You may find yourself unable to change "How" without also changing "What," and thus the instructor cannot and must not do.

Alternatively, we may see instructing as a simple step-by-step sequence of events which may be applied in the same manner

to each separate exercise. By rationalizing the basic work, the instructor is left free to interact fully with the varied personalities of pupils, adjusting emphasis, expression and teaching rate to suit the nervous and the confident, the fast learner and the slow learner.

The instructor is also in a constant state of self-development merely by working, as "How to teach" is being applied to "What to teach" and does not form part of it. Experimentation therefore does not change what the pupil is learning, it only changes the rate at which it is learned. Adoption of this technique gives the instructor access to later benefits in that work you are doing now may save you more than 50% of effort in exercises you will not be doing for many more flights with a particular pupil.

This is a major instructional skill, but you do not have access to it until you are able to totally control what you are doing.

What has been outlined above costs nothing but a little effort and insight. In tangible terms it could be the difference that keeps those oh-so-valuable two or three extra pilots in the clubs for next year, or give an instructor the incentives and rewards which make it worth teaching for a while longer.

• • •

No matter how well we are able to teach or how good a platform is made for us to learn from, we are all, instructors and pupils alike, subject to the environment in which we operate and which may thwart the most industrious and well-intentioned of us.

In Part 2 we will look at the full implication of the environment and key areas which may be modified to assist the task of teaching in an acceptable manner. □

Ian Oldaker

# ANNUAL GENERAL MEETING

## MORNING SESSION

**Ton Diening**  
Cold Lake

In the opening address on Saturday morning by president Bob Carlson, three main ideas were presented. The first was that our collective efforts must continue to be focussed on an awareness and emphasis of flight safety. The performance of our pilots compared to those elsewhere show that a lot of improvement can still be made. The other two points outlined were that of our lowered membership and its affect upon the financial health of SAC. Due to the small membership base and our member's expectations, the per-capita servicing costs are relatively high (for example, salary costs are the same whether there are 1300 or 2000 members). As a result of this, Bob recommended to the Board and the general membership that a study begin to review the basic financial aims of the organization. This review would include the services required and demanded with the associated costs in order to maximize the use of revenues, and would study means of improving our membership.

Ian Oldaker provided a very interesting overview of the efforts of the Flight Training and Safety committee. Ian and Alex Krieger attended the International Coaching Meeting in the Netherlands and it was very worthwhile for the information gained. The newest two-seater aircraft are quite spin resistant and have very docile handling qualities. However, many countries consider spin training to be very important, and efforts are underway to include this requirement in future designs. On the national front, two new instructor course directors are being trained (one being Denis Gauvin for the first French course to begin in '86). A slide/audio presentation has been prepared on "Collision avoidance in thermals" and it was shown in the AGM display area. It's good. A number of the instruction manuals have been updated and reviewed. They will be available later in the season or at the beginning of the next year. A significant effort has been made to provide the most up-to-date manuals possible and this will continue. A number of ongoing efforts are continuing with both Transport Canada and the National Coaching Program office. A sincere thanks was given to Ian and his committee for a job well done.

A telephone report was received from Jim Oke, the new chairman of the Sporting committee, who had been at the CIVV meeting in Paris. The current competition classes will remain with the addition of a new two-seater class in the 17-20 metre wing span range. The World contest sites in 1989 and 1991

will be Vienna, Austria and Minden, Nevada. The question of South African international participation remains unresolved. Canada will have the dubious distinction of missing Rieti for this reason, along with Hungary and Russia. On the national scene, York Soaring will host the 1986 Combined Nationals. It was pointed out that all classes are participating at St-Raymond this summer because there was no bid from western Canada for the Standard class contest which had been scheduled there. Karl Doetsch requested that the Board continue formal approaches to Sport Canada and the government on the South African question. A lively discussion followed, and other direct approaches to the government were described. The current environment remains discouraging, and Canadian attendance at forthcoming contests remain bleak (except for Australia in 1987).

Al Schreiter presented the Insurance committee report. He stressed that, although we have been careful and had two good years of low claims, we cannot assume a third without a continuing stress on safety. He hoped that a third good season will indicate a statistically significant change in our flying habits to insurance underwriters rather than a 'lucky' low two years. The new insurance plan was presented with its rationale. A very lively discussion on the impact and application of this policy followed. It was emphasized by Al that we had, without question, the cheapest aviation insurance in Canada. The insurance agent and the underwriter were present at the meeting and plainly answered all questions put to them. Each club will receive their policy in early May on receipt of the complete premiums from that club (last year the policy couldn't be delivered until every club had paid). The policies are also written in plain English. If clubs do have questions about the policy or claims, they are urged and encouraged to contact the agent or the Insurance committee without delay.

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## AFTERNOON SESSION

**Tony Burton**  
Cu Nim

The AGM business meeting began after lunch with some discussion on the level of advertising for the AGM and the availability of reports. Following that, the first notice of motion on the 1985 membership fees was carried by 71 % of the votes. On the next notice of motion to institute a prepaid life membership category, there was first some explanation of the principle behind the plan, and how the \$1000 was arrived at. Following an amendment by Nick Bonnière of RVSS to delete reference to a specific value since the motion was a by-law change, the amended mo-

tion passed by 62%. A secondary motion to set the initial value of the life membership to \$1000 was passed, as was the "house-keeping" motion to change the existing life member category to "honorary life" member.

The notice of motion not permitting major motions affecting operating policy of SAC to be voted upon at an AGM unless prior notice was given to clubs was thoroughly debated. Those speaking for the motion argued that only by prior notice could all club members have adequate time to properly study the consequences of serious motions and direct the vote of the club delegate to the AGM. Those against the motion argued that the forum of the AGM was the only time all club delegates are together to fully debate important matters, and it was proper to be able to raise and to vote on any problem at that time. It was further argued that such a restriction could delay required decisions on rapidly evolving matters by a year, which was an impractical state of affairs. The motion was defeated by a 63% nay vote.

The notice of motion to direct the Board to expand the Insurance committee and direct it to make more timely reports on its activities was defeated by show of hands after discussion on the year's work of the committee and its current make-up and plans.

There followed a motion from the floor by George Adams that a Canadian team be sent to Rieti, with certain riders to protect the SAC membership from any financial difficulties that might arise. The members present formed a committee-of-the-whole (required by By-law) to consider the motion and make a recommendation to the AGM. There was considerable discussion on the time frame involved and on the need to properly plan the finances before making such decisions. The committee voted 85% against the motion.

Al Schreiter moved (amended by Mike Apps) that the World championships committee be authorized to raise funds for the 1987 Championships in Australia. This was carried, and it was agreed that any use of funds would be approved later depending on the competition situation at the time. The meeting indicated that competition was important to the future of SAC.

A director-at-large election was the only one to take place on the floor. Gordon Bruce was elected by acclamation. The meeting finished at 1800, and people left to prepare for the awards banquet.

## AWARDS BANQUET

### Mark Gluck

Erin Soaring

I can't imagine a more fantastic setting for a soaring awards banquet than to be seated in a ballroom amongst a display of gleaming sailplanes. Peter Alien of Erin was master of ceremonies in the best tradition. His excellent wit and timing never let things lag [*it had been suggested during the day's sessions that glider pilots lacked somewhat in the ability to laugh at themselves, but Peter put the lie to that by having everyone laughing so hard it was difficult to eat. ed*]. After a fine meal of roast duck, Peter introduced the 1985 Awards:

#### BAIC TROPHY — the year's best flight

Bob Carlson presented the trophy jointly, and for the second year in a row, to Mike Apps and Dave Marsden for their team flight from Edmonton (Chipman airfield) to Winnipeg (WGC) for a distance of 1121 km (1245 points). Read the story again in the 4/84 issue of **free flight**; these two just keep getting better. The runners-up were:

Kevin Bennett	988 pts
Dave Marsden	783
Ursula Wiese	703

#### CANADAIR TROPHY — the 5 best flights

Karl Doetsch presented a new replacement trophy (the original has been missing for years) to **Dave Marsden** who accumulated 2664 km and 3673 points for his five best flights. This year's runners-up were:

Kevin Bennett	3495 pts
Mike Apps	3491
Ursula Wiese	1911
Bob Carlson	1580

#### 200 TROPHY—the 5 best flights by a pilot with less than 200 hours

This award was deservedly won by **Bob Carlson** for his flights totalling 1200 km and 1580 points, done while flying *hors concours* at Virden last year. It was presented by Dave Hennigar. The runner-up was "Buzz" Burwash with 1066 points.

#### STACHOW TROPHY — highest flight

Persistence paid off for last year's runner-up. Kevin Bennett won the wave trophy for his flight to 8840 km (29,000 ft) at Cowley. Pat Wickenhauser of Regina was runner-up with a flight to 8534 m (28,000 ft).

#### FAI DIPLOMA

The first three FAI Diplomas of Performance ever earned by Canadians were presented by Boris Karpoff:

##### Canadian FAI Diploma #1

Presented to Brian Milner for his 1000.7 km flight in a Jantar Std 2 on 26 April 1983 in Pennsylvania, the first 1000 km flight by a Canadian.

##### Canadian FAI Diploma #2-1/2(!)

Diplomas #2 and #3 were presented to Dave Marsden and Mike Apps for their joint flights of 1097 km.

All three recipients received an ovation for their accomplishment.

## CERTIFICATE OF HONOUR

Tony Burton presented longtime soaring cartoonist **Gil Parcell** this award on behalf of SAC in recognition of his superb portrayal of the comic side of our sport. Gil made a presentation in turn; a colour caricature of one of us 'birds' fully outfitted and ready for tow — complete with skateboard.

#### RODEN TROPHY — for the club making the best use of its equipment.

This year the award went to the **Montreal Soaring Council**, with Kawartha as runner-up. It was accepted by George Couser from Gordon Bruce, who commented that MSC's goal was to make it a perpetual trophy for the club.

#### INSTRUCTOR OF THE YEAR

The trophy was presented by Ian Oldaker to **Bruno Schrein** of the Blue Thermal Soaring Association of Medicine Hat. Blue Thermal is a new and small club, and mention was made that Bruno did virtually all of the instructing this past season!

#### BALL AND CHAIN TROPHY

This award is the annual prerogative of the President, and Bob presented it to **Al Schreiter** for years of service to SAC in many positions.

#### COMPETITION TROPHIES

The following trophies were awarded at the conclusion of the National Soaring Championships at Virden:

**Mix Memorial Trophy** — for the Standard Class Champion **Ian Spence**

**MSC Trophy** — for the 15 Metre Class Champion **Wilfred Krueger**

**Dow Trophy** — for best triangle in the Standard Class **Walter Herten**

**Dow Trophy** — for best triangle in the 15 Metre Class **Mike Apps**

**SOSA Trophy** — for best novice pilot **Russ Flint**

#### SIGNIFICANT FLIGHT AWARDS

These certificates were awarded by SAC for the second year now, and were presented to recipients at their clubs:

**Mike Apps** and **Dave Marsden**, for their joint flight of 1121 km.

**Kevin Bennett** of Cu Nim for a 532 km flight at 122 km/h, exceeding the record of 102 km/h, but not claimed as no barograph was carried.

**Kerry Bissell** of Edmonton, for a 508 km flight which would have completed his Diamond but for a barograph failure.

**Hans Berg** of Windsor, for the first 500 km flight from the Windsor area.

**Walter Mueller** of Grande Prairie, for a 254 km attempt on a 350 km goal flight in a Ka6, over particularly forbidding territory in northern Alberta.

Following the awards, Karl Doetsch introduced the guest speaker, Steve MacLean, one of Canada's astronauts. Steve opened by saying that NASA was miffed at no longer being able to claim that it owned the world's heaviest glider since Air Canada did its dead-stick landing at Gimli. Steve, an ex-gymnast, showed us fascinating films for the testing and training that potential

astronauts must endure, particularly of the torture devices used to induce nausea, still a little-understood problem of space flight. He also showed slides taken by Marc Garneau on his shuttle mission and answered many questions from the floor. Steve showed himself to be an interesting, well-informed speaker, and we wished him well on his quest for a ride in the ultimate glider.

Lastly, several door prizes were drawn, the first and best being a parachute. It was won by Joe Somfay of York, the new SAC Publicity chairman. There was no question that the banquet was one of the best we have had.

## THE WORKSHOPS

### Mike Basford

Winnipeg Gliding Club

The AGM ran three hours overtime on Saturday, pushing all the workshop sessions to Sunday, and they ran from 0830 to about 1330. Highlights of each session are outlined below.

#### WINCH LAUNCHING

by Lenny Ohlson & Mickey Mintoff (TOST).

Winching's opportunities and problems were discussed, supplemented by an automated slide show in the display area. Lenny calculates that launches cost about \$3 each for a new TOST operator. The Windsor club notes that their cost worked out to under \$2.

#### PILOT JUDGEMENT TRAINING

by Ian Oldaker (Erin)

Ian presented the concept and showed that knowledge, skill, and experience were the foundation of the judgement pyramid. The workshop participants took part in a series of psychological experiments which graphically illustrated the three mental processes related to safe flight, and the five hazardous attitude patterns: anti-authority, impulsiveness, "invulnerability", and resigned or macho attitudes. Tests enable pilots to evaluate their personal tendencies towards any of these attitudes and counteract them.

#### MEDICAL FACTS FOR PILOTS

by Wolf Leers (SOSA)

Hypoglycemia was the theme. To avoid the exaggerated swings in blood sugar levels resulting from consuming a concentrated amount of sugar (candy bars, soft drinks, etc.) and suffering the attendant symptoms of fatigue, impaired judgement, and even dizziness; pilots should instead eat foods in which the natural sugars are broken down more slowly. Complex carbohydrates such as fruit, vegetables, granola bars, and dark bread are much better. Wolf answered other questions, particularly on dehydration. He warned that it was important that one continues to drink sufficient fluids when flying, especially when the humidity is low, or at high altitude. Under these conditions, moisture is lost rapidly by the body without sweating, hence the thirst reflex is not triggered.

continued on next page



## PLANNING & ORGANIZING FOR CLUBS

by Howard Goldberg (RCFCA)

Howard gave a detailed presentation with colourful examples, emphasizing that we are all competing for people's scarce leisure time. For club special activities in particular, he suggested:

- Brainstorm ideas, then select a coherent set of targets for clear aim and later evaluation.
- Plan! and think through the details of available facilities, who will do what and when, and publicity.
- "Deliver" the activity properly or don't do it at all, especially for such an event as an end-of-year party, which must be a successful high point to carry members through to the next season. Members sitting on the fence will surely drop out in the spring if their last experience with a club function was a bummer.
- Systematize paperwork and use normal financial procedures when planning any event (insist on receipts for expenses, etc. or budgeted money will surely be used with reduced effect).
- Regular operating funds should not be used for special events — make them pay for themselves.
- give next year's organizers a break: keep decent documentation of the event planning steps and financing along with an assessment of whether the event succeeded in doing what it was held for.

## CLUB PUBLICITY

by Bob Nancarrow (Erin) and Joe Somfay (York)

A 21-page booklet was provided for each club on the subject, and some of the points raised were:

- Emphasize keeping 'em as well as getting 'em.
- There are two to three times as many glider pilot licences as there are members of SAC; how do we reach them?

- Advertise soaring in 'alternate-season' sport venues (skiing, indoor racquet sports) as well as at sailing and flying clubs (who have members that are probably already well-disposed to the idea of gliding).
- Send your ground school press release to COPA, **free flight**, and regional and local media.
- Help word-of-mouth advertising by patronizing gas stations, etc. on the way to your club, and put posters in local stores.
- Provide up-to-date brochures on soaring for every member to carry and keep at work for instant response to anyone's interest in the sport.
- When a visitor walks onto a gliding club operation, first impressions count — are the members they see and talk to friendly, confident in themselves and the equipment, or are they arrogant, indifferent or sloppy? And for Pete's sake get their name and address for club follow-up!
- Howard Goldberg added that club sales material should cater to kids as well as their parents — glider photos and soaring T-shirts worn by them is constant advertising for you.

## THE ALCOR PROJECT

by Tony Burton (Cu Nim)

Tony gave a brief outline of the upcoming plans to have the Alcor pressurized sailplane based at Claresholm for about three years to take part in a series of meteorological projects centred on the chinook wave and related weather effects.

## AIRCRAFT CERTIFICATION PROCEDURES

by George Adams (SOSA), Bob Fortier and Peter Sanders (TC)

Glenn Lockhard introduced the guest speakers. Peter described the general procedure by which a glider gets Canadian type approval. George described the work SAC

does to assist our pilots wishing to go through the process, and some of the pitfalls. Type approvals are currently under way for the Grob Twin II Aero, ASK21, and the DG-300. Bob Fortier presented a slide show on the new Service Difficulty Report system, which came out of the Dubin Commission on safety. The system is designed to detect failure trends and make early warning of possible aircraft equipment problems. Note: the TC reps indicated that we can expect to see more visits to clubs for survey inspection of aircraft and logs.

## FAI BADGE CLAIMS

by Boris Karpoff (Erin)

Boris discussed the new claim forms and procedures booklets, and the common errors made in sending in claims. He invites feedback on the new forms, and reported that FAI badge supplies will be increasing in price (*see SAC Supplies list on back page of this issue*).

## DIRECTORS MEETING

### Al Sunley

Alberta Zone Director

The meeting opened with a report from Ian Oldaker on the current state of discussions with Transport Canada concerning student training and licensing. Ian also gave a report on the upgrading of various training manuals, the inclusion of judgement training and cross-country training.

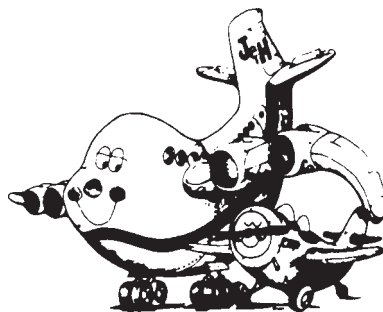
**Committee Review** The Technical committee report was given by Alex Krieger, who spoke on the proposed form of the committee and consultations with George Adams, the chairman. The Board has recognized that the terms of reference and size of the committee should be expanded to include a wider range of technical services. Liaison and resource people have yet to be selected.

Alex Krieger reported on the new Safety Review and Appeal Board organization and terms of reference. The Board will consist of a chairman and two members. The term of office will be 5, 3 and 1 year for the initial term and 5 years thereafter. The variation in the initial term will allow subsequent overlap of members to give continuity to the Board. The first chairman is to be Dave Webb and the two members will be Christine Timm of VSA and Glenn Lockhard of RVSS.

Dave Tustin of the Airspace and Radio committee was requested to investigate the possibility of obtaining the use of some other frequencies in addition to 123.3 MHz now that 720 channel radios are coming into use.

**Tax Deductible Donations to SAC** A system is being put into place in which donations made to SAC would give the donor a tax receipt and member clubs could make requests on these donations for club projects. The minimum donation would be \$100. The procedure to be used will be sent to clubs by the Executive Director in the near future. □

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# Bumble and the Gremlins

Eric Newsome

## Part 7 The case of the Stolen Lift

Bumble knew the wind was strong. How else would he have climbed to three hundred feet on tow while barely over the fence. A good thing, wind.

Strangely, once in the air the wind didn't seem to matter much, except of course for the wind that always seems to blow from dead ahead — or in Bumble's case from more or less dead ahead. True, he did seem to be spending a lot of time heading back to the airfield as it slipped away from him. The thermals were strange too, strong one moment and vanishing the next as though cleanly cut.

Eventually Bumble joined the circuit. For once he was alert and checked the wind-sock. Yes, the wind was still from the same direction and the sock stood out from its position stiffly instead of hanging limply like it usually did.

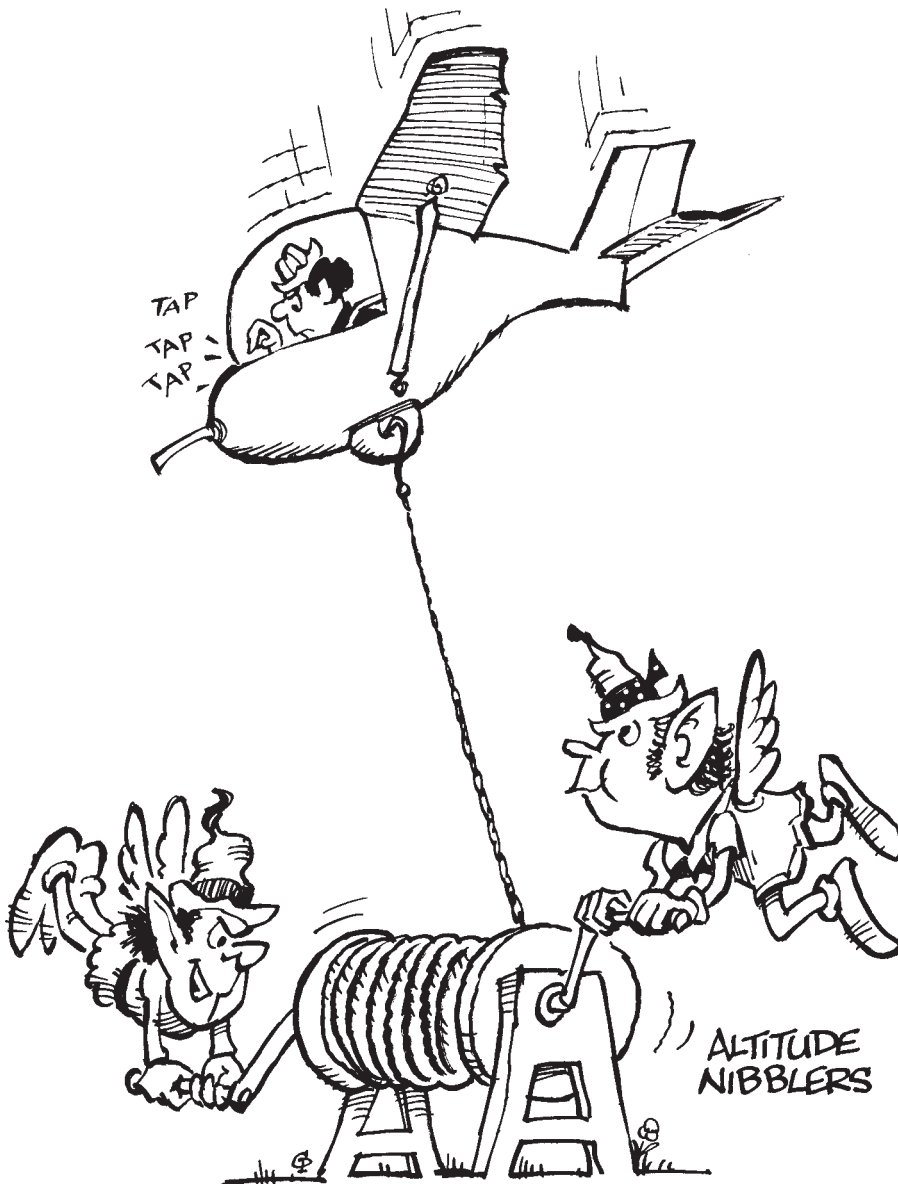
The circuit was interesting. On crosswind, the glider crabbed across the ground at a ridiculous angle. Now Bumble knew what drift looked like. Downwind — boy, that was fast! Turning over his usual lone tree Bumble was really on top of the task: air-speed rock steady and the ball was accidentally in the centre of the instrument. But the wind-blown radius of the turn! Bumble pulled out of the turn smartly after ninety degrees and watched the airfield drift lazily away from his left wing tip. Drift! Bumble crabbed towards the field, so far with lots of height and airspeed. He was sitting pretty.

Bumble turned onto final approach and the trouble began. His airspeed indicator showed fifty knots but he crawled over the ground — no doubt the *Runway Winders* were winching back the field from him. Each extra second cost more feet as the *Altitude Nibblers* industriously nibbled away. But he would still make it.

Unknown to Bumble the wind had brought out, as it always does, the *Wind Retard-ers*. They gambolled and romped in the wind, turning and twisting it near the ground, vying with each other to see who could make the most interesting whorls and eddies. Bumble knew that he had fifty knots of airflow over the wing, but he didn't quite realize that twenty-five of it was on a short term loan.

Just over the fence and low, the gremlins gave a massive roll to the wind and Bumble suddenly found himself flying into a gentle breeze. With horror he saw his airspeed fall off and even though he jammed the stick hard forward, it was too late. The glider dropped in the last few feet, squaring the wheel which played a merry tattoo on poor old Bumble's tailbone.

To placate the gremlins, pay homage of a few extra knots in wind or they'll get you too. □



# CHAMPIONNAT CANADIEN DE VOL-À-VOILE

Denis Gauvin  
CVVQ

Le Club de Vol-à-Voile de Québec sera l'hôte du championnat canadien de vol-à-voile qui se tiendra du 16 au 25 juillet 1985. Cet événement sera procédé de quelques jours de pratique à compter du samedi le 13 juillet.

**BREF HISTORIQUE** Le CVVQ a été fondé à Québec, en 1953. Après ses débuts à l'aéroport de l'Ancienne-Lorette le club s'est déplacé durant quelques saisons dans la région, avant de s'établir définitivement en 1966 sur son propre terrain, situé à St-Raymond, dans le comté de Portneuf. Le club compte environ 70 membres qui effectuent environ 2500 vols par année pour un temps total d'un peu moins de 2000 heures. L'aéroport est situé à environ 50 km au nord-ouest de Québec.

**LES INSTALLATIONS** Le club opère à partir d'un terrain d'un peu plus de 1000 pieds de largeur par près de 5000 pieds de longueur. Sur le site, on trouve une bande de terrain boisé d'environ 300 pieds sur 1200 pieds, où se trouvent de merveilleux emplacements propices au camping, mais sans commodités, à part l'eau que l'on trouve à proximité. Un nouveau territoire a été délimité à l'été 84, où il sera possible de camper et d'avoir l'électricité.

Le club offrira à ses visiteurs de partager les facilités du club-house, (cuisinière électrique, réfrigérateur, toilettes) qui consiste en une roulotte de 12 pieds par 60 pieds. Derrière le club-house se trouve une piscine hors-terre (4' de profondeur) qui sera fort utile dans les moments les plus chauds.

Il sera possible aussi de se rendre à de magnifiques plages situées à peu de distance du champ.

On retrouve aussi quelques motels à peu de distance du terrain (3-4 mi).

**LES CONDITIONS** La période choisie pour la tenue du championnat coïncide avec un temps fort propice pour le vol de distance. Au cours des dernières années, quelques vols de plus de 300 km ont été réalisés durant les deux dernières semaines de juillet. Presque tous ces vols ont été effectués en direction de Montréal.

L'aéroport étant situé à un endroit où les Laurentides viennent rejoindre le Saint-Laurent, le choix des directions de départ est très restreint. Les vols vers le nord sont impossibles puisqu'il faudrait survoler des centaines de kilomètres de forêt. Vers l'est, la rive nord du fleuve offre peu d'endroits propices à un atterrissage; les vols en direction de la rive sud traverseraient la zone de contrôle de l'aéroport de Québec, et il est reconnu que le fleuve produit un effet très négatif sur l'activité thermique.

Il reste donc le secteur sud-ouest, où se retrouvent les points de virage. Ceux-ci se retrouvent à l'intérieur d'un polygone formé par St-Raymond, le lac Maskinongé, Joliette et Victoriaville.

Vers la fin de juillet, on peut s'attendre à un plafond de l'ordre de 6000-7000 pieds, avec des ascendances de 600 à 800 pi/min. avec de bons vents de l'ouest, durant les meilleures journées. Il est prévisible qu'une bonne partie des épreuves se dérouleront sur la rive nord seulement, mais il est possible que certains parcours obligent les pilotes à se rendre sur la rive sud.

Pour ce qui est des atterrissages en campagne, la région survolée durant le championnat offre de nombreux champs cultivés, très longs, larges et assez plats. Il s'agira d'être prudent en ce qui concerne les champs situés au pied des Laurentides, et qui sont plutôt ondulés.

En ce qui concerne la navigation, elle sera réduite à sa plus simple expression, puisqu'il sera possible d'être en vue du fleuve presque en tout temps à la condition d'avoir suffisamment d'altitude.

Nous souhaitons d'avance la bienvenue à tous les compétiteurs et leur équipe au sol, ainsi qu'à tous les visiteurs que le championnat attirera à Québec.

The Quebec Soaring Club will host the 1985 Nationals from 16-25 July, and practice days will start on the 13th, although visitors are welcome any time.

**Brief History** Quebec Soaring was founded in 1953. At first flying from Ancienne-Lorette airport, the club wandered about the region for a few years before establishing itself on its own field near St. Raymond in 1966. Last year there were 61 members, and they made about 2500 flights totalling almost 2000 hours. The gliderport is some 50 km northwest of Quebec City. In September and October, the club has a wave camp in Baie St-Paul, about 100 km northeast of Quebec City, where four altitude Diamonds and many Gold flights have been made.

**How to get there** Visitors coming from the east should use highway 20 to exit 312, cross the Pierre Laporte Bridge, take Duplessis Blvd to Highway 40 west, and continue to exit 295. This exit is onto highway 367, and following it you will find the gliderport a few miles short of St-Raymond.

For those coming from the west, it is possible to use highway 20 and follow the same directions from Pierre Laporte Bridge. But for people coming from Montreal, we recommend the use of highway 40 to exit 281, from there you can follow highway 365 to

St-Raymond, then 367 will get you to the airport in about 3 miles.

**Club facilities** The airstrip is about 1000 feet wide and 5000 feet long. The southwest end of the field is a wooded area 300 by 1200 feet where beautiful camping sites are available closer to water, but without services. A new camping area was started last summer with electrical service, and it should be ready by competition time.

We have a small clubhouse, a converted 12 by 60 foot trailer which contains a stove, fridge, and restrooms. Next to the clubhouse is a swimming pool which is popular when the weather gets hot.

There are nice lake beaches within a few miles of the club. For those who would prefer a motel, two are close, but you should make early reservations.

**The flying conditions** The period chosen for the contest coincides with the best part of the season for cross-country flights. In the past few years, 300 km flights have been made in the last two weeks in July. Most of these were made to the southwest. The location of the gliderport restricts the direction of flights, because it sits where the Laurentian hills come towards the Saint Lawrence River. To the north, the forest goes on forever. To the east, on the north shore of the river, landable fields are scarce. Flights eastwards on the south shore cross the Quebec airport control zone, and once there, being downwind of the river, thermal activity is broken for some miles. That leaves the southwest sector where the turnpoints have been located, fitting within a polygon formed by St-Raymond, Lake Maskinongé, Joliette, and Victoriaville.

By the end of July, a typical good soaring day will feature light winds from the west, 6000-7000 foot cloud bases, the thermal strengths of 600-800 ft/min. It is possible to foresee that many of the tasks will take place entirely on the north shore, though some may cross the river — an off-field landing there will mean a long retrieve. The task area will offer many long, flat, wide fields, although care must be exercised landing in fields close to the hills as their slope is much more variable.

So we welcome you all in advance: competitors, ground crew, and visiting pilots — and we hope you have a good time in Quebec.

Pour informations, contacter:  
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# BETTER SOARING PHOTOS AND HOW TO TAKE THEM

free flight is always short of good gliding photos, and many that are offered are unusable or dull.

## Tony Burton

Maybe you have heard me complain before about the lack of good photos to use for the magazine, but I thought that maybe many people don't know what makes a picture good. So this article is not only a small primer for you, but also a bit of rational self-interest of an editor who hopes that these tips will result in greater pictorial interest of every issue.

### Move in as close as you can

That helps to define what you are trying to capture in the photo. You are deliberately getting rid of confusing surroundings and homing in on the area that matters. The closer you move in on your subject, the more positive, striking, and detailed the quality will be. If you cannot get near, technology in the form of telescopic or zoom lenses can come to your aid. Getting the right lens only costs money.

### Everything in focus is dull

All but the simplest of cameras will allow you to choose your depth of field. That allows you to make the important part of the picture crisp and sharp, and the parts in front or behind made to look fuzzy. This is an editing technique under your control that allows you to draw attention to that which is important.

You control depth of field by changing the aperture of the lens. The smaller the aperture (the higher the f-stop, like f-16 for instance) the greater the depth of field and the more everything is in focus. By using a larger aperture (f-2.8 for instance) the subject is sharp while the background and foreground progressively fuzzes out; the details are still there as a recognizable context but don't compete for the viewer's attention. Remember, we are speaking about the photo, not what you see through the viewfinder which may stay completely sharp.

### The centre of interest doesn't belong in the middle

In the middle is where you expect it, which is precisely why it makes a boring photo. If you imagine breaking up the space within the viewfinder into thirds, both vertically and horizontally, the four points a third of the way in will give the centre of interest a dominating position. Also, use one of the two horizontal thirds as the edge of the horizon. That way, either the upper two-thirds or lower two-thirds of the photo becomes dominant.

### Make something dominant in every picture

The very fact that you do, implies an editorial/artistic statement of some kind: it shows a point of view. By selecting one element, you show you have something to say, which in turn makes the photo more interesting.

### Be aware of the lines of force within a composition

Horizontal lines, lots of left-to-right elements, give the image a placid quality. Lots of verticals can be interpreted as strong and tough; diagonals or angles convey a feeling of action and motion. By itself, this knowledge may not be useful, but knowing these effects can help you give your photo a planned mood. Concentric or converging lines can help draw the viewers attention to your centre of interest.

### Give moving objects lots of space

The composition of the frame can underscore or even imply activity that may not be visible, such as the direction people are looking. The accident photo on page 19 of 6/84 is a good study of implied activity and lines of force. Photos showing real motion must take into account its direction and allow ample space in the frame for the motion to "grow" into. Aerial shots of gliders about to hit the edge of the picture is a good example of what *not* to do.

### Use the background to explain the character

People are interested in people, of course, not only things. If a personality is the subject of interest, the context within which the subject is seen helps the viewer to understand that subject. Choose a background that "explains" the photo: competitor tightly strapped in, tow-pilot next to the prop — have the "symbols" of the person in the photo in an unobtrusive way.

## COMING UP IN 4/85

Marathoners have "the wall"... new pilots have "the 5 hours"! Albert Seaman relates this tale.

The Gigantic Mini-contest... how to get 2-33 pilots started in cross-country. By Seth Schlifer.

*By the way, I should inform our readers that Seth's growing soaring skills have not taken a recent downturn — his story in 1/85, "The One man Fly-in Breakfast", was of an incident in 1979! Tony.*

### Use the rectangle format to best advantage

Most cameras produce rectangular images. Look at your subject to decide whether the composition looks better with the camera held vertically or horizontally, and look for arrangements that fit naturally either position.

### Use foreground interest

Looking "through" something to the subject gives the additional three-dimensional quality to a picture which makes the viewer feel he is there. Photographs are illusions of reality, and the more the photo fosters the feeling of participation in the viewer, the better it will be.

### Don't let the background become a nasty surprise

Be aware of everything seen in the frame. The camera is not selective; it cannot judge. The photographer must do that. That's why YOU must notice the tree growing out of the cockpit and move the camera or the glider. It's probably wise to leave the tree where it is.

### Watch out for booby traps

We see selectively — filtering or editing out what is unimportant or misleading; the camera, alas, has no brain, so it is up to the photographer to do the noticing and visual editing. The contrast of dark objects against light backgrounds, or vice versa, can ruin the image. We take no notice of telephone poles or wire when walking down the street, but take a photo of the same view, and the net we live under is immediately apparent. Many good shots on the airfield are ruined for publication because of the dog, the outhouse, a parked car, or even a person's stray shadow.

### Check the picture edges

Look at the edges of the composition in your viewfinder before you shoot, it may prevent chopping off people's heads, having a part of someone else intruding, and other such generally unsatisfactory mayhem.

### Look for a fresh angle

Even if it is for record purposes requiring a standard set-piece photo of things or winners, trying to avoid the cliché situations like the "grin-and-shake". Try to cover the event as freshly and spontaneously as the circumstances will allow: shoot over the presenter's shoulder, crawl on your belly and shoot upwards, anything to introduce a bit of variety. Remember, there are 360 degrees around everything you shoot, don't be satisfied with what you first see in the viewfinder — move around, up, or down and a better composition will appear.

### If you want animation in people, be funny

You want to have people appear alive in the pictures, but that is not what saying "Cheese!" engenders. Forced smiles create waxworks — if you are going to start shooting people who are supposed to smile, give them something to smile about.

Adapted from a chapter in "Mastering Graphics" by Jan White. □

# THE TALE OF CF-ZAX

... Despite the heavy wind of bureaucracy ...

**Lloyd Bungey**  
VSA

Amongst the vast quantity of aircraft remains which is being held in storage by the "Canadian Museum of Flight and Transportation", awaiting a permanent display site, is the newly restored Dagling primary glider, CF-ZAX.

This airframe is hardly likely to have accumulated ten hours of flying in total, since the brief flight times (measured in seconds by stopwatch) and high prang rates of all primary gliders usually led to long periods of repair interspersed with brief periods of use for "ground slides", "hops", and, for the lucky few whose skills reached the critical point before the glider was pranged, "flights". In spite of this low number of hours, this Dagling is worth preserving if only as a memorial to those stubborn pioneers of the sport of soaring in Canada, who fought against a hostile bureaucracy, to continue flying primitive motorless aircraft until they could develop their clubs into larger bodies able to afford true sailplanes.

Documents held by the National Archives reveal that CF-ZAX was constructed by a group in Lethbridge calling itself the "Lethbridge Soaring Club". The application for registration gives the date of manufacture as summer 1947.

The registration, while seemingly a straightforward procedure, ran into a serious snag. While the Dagling was a design which had received approval by the British Air Registration Board, DoT in Ottawa was insisting that the glider had to conform to the approved drawings to be eligible for a Certificate of Registration; however, somewhere between the DoT regional office in Edmonton and the DoT Head Office in Ottawa, all the drawings which had been submitted by the Lethbridge Soaring Club went astray. Edmonton sided with the owners that it was DoT that lost the drawings, so the club should not have to pay to get a new set drawn up, while Ottawa was insisting that a set of drawings was mandatory.

From August through to November the problem remained unresolved. The soaring club, meanwhile, did not appear to treat the matter seriously, and seemingly went ahead with flying it. A letter by club secretary, F. W. Benum, to DoT dated 9th November 1947 implies this and also indicates the club's frustration with the whole matter:

"You have in hand our application for registration of glider (provincial registration CF-ZAX), submitted by the Lethbridge Soaring Club, together with \$5.00 covering fee thereof. We now

declare this application null and void, and are requesting the immediate return of the \$5.00."

"This action is taken in order to release our glider from the jurisdiction of your department, since it is our wish to preserve the glider as an unspoiled memorial to the futile attempts of men to fly gliders in Canada. We will keep the glider well-preserved in an airworthy condition and indicate thereon the facts; although the glider performs beautifully in the air, it is too heavily weighted down by the chains of bureaucracy and fatuous oppugnation to attain free flight."

The dispute continued into 1948, with the Soaring Association of Canada being drawn into the action. Finally, on 12 May 1948, the desired Certificate of Registration was issued, but the Lethbridge Soaring Club was not to make much use of it. Sometime in 1948 the club disbanded, for in February 1949 it was reported of the club that "it has been found necessary to discontinue the operation."

ZAX, however, passed into the possession of the Medicine Hat Gliding Club, a club formed by Norm Bruce in September 1947. The Dagling may have been acquired to supplement the club's Schweizer TG3 or possibly to permit continuation of operations when the TG3 was damaged in the summer of 1948. Circumstances were against the club however, for the Medicine Hat Aero Club (which provided the tow-plane) folded and Norm Bruce (the gliding club's instructor) moved to Red Deer.

In Red Deer, Norm organized the Red Deer Gliding Club and the assets of the Medicine Hat Gliding Club were utilized by the new group. On 20th November 1948 the Dagling was delivered to Red Deer and from 1st December until May 1949 it was used to introduce many of the enthusiastic members of the club to the sport of gliding.

While the glider was under Norm Bruce's care, either in Medicine Hat or shortly after it was moved to Red Deer, he attempted to eke a little more performance out of it by constructing a streamlined pod around the cockpit area. This was easily removable, and the glider was flown both with and without the pod attached.

A further move by Norm Bruce, in May 1949, resulted in a suspension of operations by the Red Deer Gliding Club, but ZAX was not left idle long. A group of Edmonton university students had organized the Edmonton Soaring Club in 1947 and commenced building a BG-6, but progress was slow. Several of these students joined the Red Deer group in 1949 and commenced

flying the Dagling. When the flying at Red Deer ceased, these members of the Edmonton Soaring Club set about obtaining the Dagling for their own use. It was eventually purchased from the Medicine Hat Gliding Club (who had presumably loaned it to the Red Deer club) for the sum of \$158.15.

The ESC flew the Dagling at Cooking Lake airfield in the late fall of 1949 but experienced difficulties in obtaining an instructor for the 1950 season. In 1951, the majority of its members graduated from the university and moved away, and the club became dormant.

Members, Eric Whitehead, Keith MacDonald and Adam Hamilton, took the Dagling to Calgary and "stripped it down, re-glued, primed and painted everything back to standard, then recovered it and hand doped it in its original red with yellow wings." Upon completion, Eric test flew it, presumably without worrying about the paperwork as the last recorded expiry date for its Certificate of Airworthiness is 1950.

By the time the reconditioning was complete, it was late 1953 and there were big plans for using ZAX to start an Air Cadet Gliding program. Earlier that year, Norm Bruce and Garnet Kerr approached No. 52 (Calgary) Air Cadet Squadron with a proposal to give the cadets air experience by way of a gliding program. Following a demonstration of the Dagling before the Squadron CO on 5th December 1953, it was purchased for the squadron with funds donated by Carl Nickel, MP for Calgary South.

The Air Cadets received ZAX in its original, unpodded configuration, but restored it to a podded configuration under Norm Bruce's supervision. During the recent museum restoration, the pod was taken off and stripped of fabric. The date 8th February 1954 was found pencilled on one of the gussets to indicate the conversion date. The Air Cadets painted the name "Tyro" on the side of the pod and used the Dagling for training at Lincoln Park.

The problems with red tape which had beset CF-ZAX in 1947 were avoided by the new owners by using the glider for "ground slides" only, thereby eliminating the need for a C of A. In fact, the aircraft remained registered to the Edmonton Soaring Club in DoT files and it was to them DoT sent enquiries about the whereabouts of the machine in 1969 prior to striking it off the register as being non-existent.

The Calgary Air Cadet gliding program was short-lived and, although undamaged, ZAX was destined to gather dust for several years in the late 1950s before she was again to take to the air.

A revival of interest in soaring in the Red Deer area resulted in the formation of the Red Deer Soaring Association in 1955.



Lloyd Bungey models ZAX in its new fabric.

Sometime in the early 1960s, when there was no hope of reviving the Air Cadet gliding program in Calgary, members of this club commenced negotiation for the Dagling. On the understanding that it would be put together and used to train some air cadets in the Red Deer area, it was sold to the club.

When it arrived at Innisfail airport, where the club operated, it was put together and stored in a T-hangar for some time until the club could arrange for somebody competent to come and help them rig it properly. In April 1963 this event took place. The Dagling was then tied down in the open beside the hangars, being tied by the wingtips to a couple of five gallon drums filled with concrete. Unfortunately, the thermal conditions at Innisfail were too good that April, and a dust devil swept across the tie-down area, lifting the Dagling into the air in spite of its restraints. In fact, the blocks of concrete were lifted with the glider and did the final damage when they plunged into the wings after the glider flipped back to the ground.

At this point, the club gave up trying to get ZAX into the air. At a meeting shortly afterwards the club decided to allow "(Bill)

Rittenhouse and (Cec) Sorensen to take possession of the Dagling and do with as they please." The Dagling went into storage in Cec Sorensen's garage for about 10 years.

About 1973, Gordon Beach, a club member, moved to Williams Lake, BC. Deciding that this community could use an Air Cadet gliding program, and knowing of the Dagling gathering dust in Red Deer, he wrote to the club requesting the glider. As it was not likely to fly again in Red Deer, he was given the machine which was moved to BC.

Nothing came of the proposal to use it for an Air Cadet gliding program at Williams Lake and as it was tying up valuable storage space, it was donated to the CMFT in 1977.

Restored to display condition in 1983, ZAX remains a monument to the supremacy of inanimate objects over bureaucrats. In 1947, they ruled that it should not fly (it had and would); in 1969 they ruled that it did not exist (it did and it will probably remain long after those who declared it nonexistent). It may be the least flown of CMFT's relic aircraft, but it is certainly historic. □

## THE WORST TEACHER

Despite the famous dictum, "Experience is the best teacher", it is actually the worst for a pilot. It is too expensive. I enjoy the nasty habit of stealing that of other pilots. Whenever I hear of an accident I ask myself, DO I FLY IN SUCH A WAY THAT IT COULD HAVE HAPPENED TO ME? If the answer is affirmative, I do my best to correct my habits.

Like a parasite, I stay alive on the flesh and blood of others — I admit it without shame. I love the taste of hamburgers with catsup and onions, I love my wife's embrace. My imagination is a vivid one, and when I can't see that other airplane that's supposed to be in the circuit, I panic. No more beer on a warm afternoon? I limit the challenge of flight to the challenge of my imagination and to my good common sense... Robert W. Duncan

**THIS WINTER  
DO SOMETHING  
AEROBATIC!**

Arizona Soaring

ad



# HANGAR FLYING

Compiled by Tony Burton



## THE ONE HORSEPOWER LAUNCH

A ULF-1 ultralight glider has been regularly launched with a horse at an airfield in Karlstad, Sweden. The ULF-1 was built from plans by Swedish glider pilot, Sven Jonsson, and it was finished last year.

The test pilot for its first flight was Olle Ek, a 62 year old veteran pilot with thousands of hours — and lightweight. It was he who got the idea for getting launched using real horsepower. *In the middle photo, Ek is on the right and Jonsson next to him. The ULF-1 can be foot-launched from a slope, and the pilot retracts the 'gear' by putting them on the rudder pedals. Tony.*

The first test flight took place on 17 June 84 at Karlstad. A fine horse was harnessed to a 525 foot rope, but at first did not show much enthusiasm or cooperation and would run off to one side. After a few training runs without the aircraft, the horse was again hooked up. This time, running into a 6-8 kt wind, the horse accelerated so well a wingrunner was not required, and the glider became airborne in about 15 feet. The horse maintained a constant rope tension and the ULF-1 registered 45 km/h during the entire climb, which lasted about 35 seconds and reached 400 feet altitude. A second successful launch was done the same day.

Since then, Sven Jonsson has logged ten horse launches with his ultralight. He speaks enthusiastically about his experience, saying that for a soaring pilot this launch method is sensational. It is especially nice to see the horse in a full gallop while the ship climbs calmly into the air, and he wishes every pilot could have such a rare adventure.

Adapted from AEROKURIER



## TIDY UP THE TAPE

After building new wings for my HP-18 which I had already flown for 200 hours without any difficulty, I was unable to keep the ship at thermalling speed. It just refused to stay at 42-46 knots regardless of what I did with the flap or trim, and insisted on speeding up to 55 or so when thermalling.

I had originally modified my trim system to be like those of the later German glass ships, by adding a bent-down tab to the tail and an adjustable bungee on the stick to balance this nose-up effect. I assumed that something in the new wing contour was interfering with trimming, and I began to experiment with add-on changes to the tab to see if I could make it behave.

Now in some of my safety writing I have urged the use of written checklists, one item of which is inspection of the wing

skins. I decided just for the heck of it to run this inspection the next time I flew. Lo and behold, what did I find? About four feet of the tape on the underside of the wing-to-flap gap was not stuck tight, and protruded down about three-eighths of an inch. The position of the loose tape was within the span of the tail. I restuck the tape and presto! — she behaved as docilely as she had all those 200 hours with the old wing.

That tiny spoiler sticking down was enough to confuse the bird and its pilot, and make it misbehave. So watch that tape!

Steven duPont  
from SOARING

## NEW CURRENCY RULES

Transport Canada has revised the proposed regulations for maintenance of pilot competency. The new proposal received in January would only require a licence holder to have "exercised the privileges of the licence" within the previous 24 months. Pilots not meeting this condition will need (in short) to complete a "proficiency type check." For a glider pilot, this check will be conducted by another glider pilot (this change made at SAC's request) who has not less than 5 hours pilot-in-command in the type used for the test. For power pilots, and I am thinking of two pilots here, the once every two year flight is insufficient to maintain towing competency, although it would technically maintain the licence. In SAC clubs the tow pilot competency will be ensured, as now, by their more stringent requirements, hence the power pilot licensing proposals will not affect us

Ian Oldaker

# HELP WANTED, TOW PILOT

The word must be out about the recent acquisition of the Alberta Soaring Council towplane. They recently received the following letter...

Dear ASC Chief Tow Pilot,

I would like to apply for a job as a tow pilot. I have a lot of experience — almost 75 hours — and have had only two accidents. I probably wouldn't have had that first one if my instructor hadn't let me solo with the wind blowing. I don't think he realizes how difficult it is to land a tricycle gear airplane when the wind is blowing. It really gets tough in a high performance airplane like the Cessna 150. Maybe you already knew that.

If you hire me I could use my own uniform. I have a brand new pair of sunglasses (Rayban) and my own jacket with a buckle on the back. I wear them with my new Wellington boots, so I really look like a tow pilot. The jacket has epilepsy where I could put co-pilot or even captain stripes (later, of course). It also has a fur collar which makes me look strong. My girl friend picked it out. She liked the black one but I liked the brown one better. I got the black one because she said it makes me look more mature — kinda like what's his name in "The High and Mighty". It has some great pockets for carrying gloves and things like that. If I had a pair of leather gloves I could sort of let them hang out of the pocket which always impresses people. The jacket isn't really leather but pretty much looks like leather. I don't think anyone would know it isn't leather except maybe some other tow pilots as experienced as me. I don't have any wings but if you could give me a salary advance I have a friend who says he will sell me his. They are just the right size so that everyone will be able to see them when I walk through the club house (I'm not sure where he got them, maybe from an Army surplus store).

I can go to work almost any time except next Sunday. My girl friend and I are going to a rock concert.

Thank you,



PS. If you don't like the buckle on the back of the jacket I could probably take it off. I don't think that will bother the belt. After you see it you may want to order some for your other tow pilots who don't have any.

This application was duly passed to Tom Schollie of Red Deer, the ASC CTP. One of his few bad habits is to think in verse, so he responded:

Dear Prospective Tow Pilot:

I want to thank you for your letter,  
I couldn't imagine anyone better.  
Seventy-five hours of intense flying,  
Only two prangs, and no fear of dying.  
You're very keen on how you look.  
Willing to fly right by the book.  
Willing to use your own clothes too,  
That's really awfully good of you.

I've considered your offer and I advise,  
You don't quite qualify in my eyes.  
Tricycle time is fine but lacking,  
Most gliding clubs would send you packing.  
You must be great with a tailwheel crate,  
And wheel land or stall on as winds dictate.  
Crosswinds must be a welcome delight,  
And lift must be sought with every flight.

And stamina is vital too  
Days are long and rests are few.  
And you cannot smoke while you fly for us.  
Why, you say, what's the fuss?  
There are many risks we have to run  
But loss by smoking isn't one.

So, clean up your act, pile up your hours,  
Solo a glider to earn your wildflowers.  
Know your taildraggers inside out.  
Recognize danger and get the hell out!  
It's safety first and safety last  
Live down your short and sorry past.

When detractors declare you a real sensation  
Feel free to renew your tow application.

Yours truly,  
ASC CTP

  
(his mark)

## NEW PLASTIC REPAIR KIT

A Kansas company has announced a new technological breakthrough for repairing all types of hard plastics, such as ABS, PVC, PP, and PE. The product, Polyfix PJ33®, is approved and used in the aircraft industry.

Cracked fibreglass and plastic parts no longer have to be discarded. Professional looks can be achieved using the filler dust which is then saturated with the new adhesive. Up to 36 inches of damage can be repaired with the kit. A chemical reaction occurs instantly, and in 5-10 minutes the edges are fused. The repair kit costs \$74.95US and is guaranteed by the manufacturer. For further information contact: Gerald Mader, president, Redam, Inc. Box 16474, Wichita, Kansas, 67216.

from SHAp Talk, the Sailplane Home-builders Association newsletter

## THE CLEVER AND THE POOR

There are two kinds of pilots who get hurt: the clever ones and the poor ones. The clever ones gradually acquire a confidence which may lead them to cross the safety margin once too often. The poor ones are merely incapable.

Both have a common attribute — they lack imagination. They fail to consider the possible consequences of a breach of flight discipline or an overextension of their abilities. They assume that conditions at all times will be normal. They assume ground is flat and without obstructions, that there is no other plane in the air near them, that the weather will hold...

These are foolhardy assumptions resulting from laziness and wishful thinking. If there is one thing that we can be sure of, it is that change is constant; nothing is ever the same. Man has one life — will you offer yours to eternity simply for being unimaginative?

Robert W. Duncan

# CLUB NEWS

## OSS MID-WINTER SEMINAR

About 80 Ontario glider pilots from 13 clubs gathered at the Red Oak Inn at Peterborough to take part in the Ontario Soaring Society Mid-Winter Seminar on Saturday, February 2.

At the morning business meeting, reports were made of the year's activities and officers for 1985 were elected. The new president is Walter Chmela of York Soaring, Dixon More from SOSA is Vice-President and Harry Thomson from Erin Soaring Society is Secretary-Treasurer.

"Ultra-Light aeroplanes, are they compatible with glider pilot training?" was the topic for the panel discussion that drew responses from "no way" to enthusiastic support. Glenn Lockard, Bogdan Wolski and Ian Oldaker formed the panel and had no difficulty getting a wide range of opinions and experiences from the floor.

After coffee break, Ian Oldaker continued with a slide presentation on field selection for off-field landings. The slides included shots from Europe, as well as those taken in southern Ontario, which clearly showed the good and bad choices available for the critical decision of where to go when you can't make it home.

Ian's commentary about the potential hazards and the clues available for picking the right fields were augmented by some of the very experienced cross-country pilots in the audience. This kind of slide presentation should be reviewed each season by any pilot planning to fly cross-country.

Thermalling and collision avoidance was the subject for the second slide presentation that Ian brought back from the instructors meeting held in Holland last October. The right and wrong way to join other gliders in a thermal were graphically presented considering a variety of possible situations. With the number of aircraft flying in close proximity around glider fields or contest sites, it is valuable to have this type of reminder about the hazard and the best ways to reduce the potential for mid-air collisions.

After the dinner hour, the evening presentation was by Brian Milner, the winner of Canada's first 1000 km Diploma. Brian had taken over from John Firth who was originally scheduled to speak but could not attend due to business commitments out of the country. Brian's topic was the preparation and flying of long tasks on the ridge in the Appalachian Mountains in the eastern US. We learned that a flight can include flying in ridge lift within 100 feet of the trees, moving out into the valley to climb in thermals or cruising at 10,000 feet in wave

generated by the strong wind conditions that are needed to make these long flights. In addition to advising the glider pilots present of how to get ready for this type of soaring, Brian also showed us on the overhead projector some of the ideas that are being considered for even longer flights in the future.

This mid-winter seminar was a great success as it got old friends together in the "off season" and gave us all an opportunity to talk and learn more about soaring.

Bob Nancarrow, Erin

## FEB FLIGHTS AT VSA

This year VSA has managed to get an early start to its flying activities. Members negotiated to get permission to fly one Blanik on weekends from Pitt Meadows, one of the three light aviation centres on the outskirts of the city. Just a few years ago, Pitt Meadows airport was the third busiest in Canada but with the downturn in the BC economy it is somewhat quieter now.

Starting in February, the club has been flying introductory and familiarization flights using the northernmost east-west runway (there are two in parallel). Cooperation with ATC personnel has been excellent and the experience of operation in a positive control zone has been educational for many of the VSA members. We have managed to work out a set of procedures for use in this busy control zone which keeps ATC happy and allows relative freedom from our activities.

Lloyd Bungey

## NEW CLUB WITH A NEW (OLD) SHIP

The Fort St. John Aero Club is about to enter the sport of soaring. Formed in 1982, the club last year purchased a TG-3A from the (defunct) Kamloops Soaring Club. This machine had not flown in 5 years and is in need of repair. Club president, Nigel Hannaford (formerly with Wide Sky Flying Club), has managed to obtain funding from the BC Heritage Trust towards materials needed for the restoration of this historic machine (one of only two left on the Canadian register) and, additionally, has obtained further funding as a job creation project.

The machine is to be restored to its original factory shape (it had been "flat-topped" in the early 50s and has been changed since). When the machine has been returned to flying condition, SAC may have a new member club.

Lloyd Bungey

## INSTRUCTORS COURSES 1985

Pilots wishing to take the course should have at least 125 flights and 20 hours P1, and should be carrying passengers. They should have some 20 flights from the back seat.

**Eastern Course** York Soaring  
8-15 June. Applicants for this course should sign up by **10 May** in order to get the necessary practice with the taped lessons. Apply to the National Office.

**Western Course** Hope BC,  
5-11 Aug. Applicants should sign up by **1 Jul** to get the necessary practice with the taped lessons. Apply to the course director, Al Sunley, 1003 Keith Rd. Sherwood Park, Alta. T8A 1G2. (Note the date changed from the last issue).

All pilots must be recommended by their CFI. The course fee, which includes manuals and cassette tape, is \$125.

## BUILD A BETTER MODEL

*One excellent and efficient way of helping to keep costs down in a club is to know what effect changes in fee structures, membership changes, etc. will have on the long term ability of the club to provide its soaring 'service'. Big corporations have been using financial modelling for some time now — with the advent of the personal computer, it is possible for a club to try it also. This is what Vancouver is doing ...*

We have developed a fully interactive computerized financial model for our club. By 'interactive' I mean that we can change any variable we choose within the model (for example — the number of anticipated passenger flights in 1985), and the program will show the impact this change will have on all the associated costs, ie. gas, oil, depreciation, maintenance, and so on.

It is our intention to expand this model, which is presently set up for a period of only one year, to a five year business plan. We expect the expanded model will take three to four months to build. It should approximate our financial position during each year, and allow us to see what changes we may have to make to assure that we have enough money to replace our fleet when the time comes.

In the past couple of years we have been budgeting for 'survival' — given the economic situation, there was little else that the Board could do. I don't think we're entirely out of the woods yet, but I do see glimmers of hope. In any case I think the time has come for us to begin budgeting for increased activity and membership on one hand, and for capital asset replacement on the other.

Russ Dunham  
from the VSA Soaring Scene



## CALGARY SPORTSMENSHOW

With a new soaring season quickly approaching, Cu Nim Gliding Club has been actively involved in a membership drive. As in the past few years, we have found it necessary to bring gliding to the attention of the general public in order to maintain a new supply of students.

This March, the club Blanik, a video machine and about 30 enthusiastic club members were involved in a glider display at the Calgary Sportsmenshow for five days, talking to the public and handing out information. This display and our work has already proven to be worthwhile, even before the season has begun. A glider pilot ground school being taught at a local college by our CFI had 13 students signed up prior to the show and 32 after!

In 1984 we also displayed a glider at the Sportsmenshow, and our intro rides and student flights were 1900-plus compared to 1200-plus in 1983.

From the time spent talking to the public, it was evident that a large sector is ignorant of the sport. The classic, "What happens when the wind stops?" was heard several times along with comments such as "Why do you wear parachutes if this is a safe sport?"

Although a large percentage of the people that we spoke with had no real intention of ever taking up gliding, it does still benefit us in the long run to speak enthusiastically to them. Often people come out to the field for an introductory ride and eventually join after a friend or family member tells them of "the glider they saw at the show". We also found that glider pilots who haven't flown for several years see the display and are, once again, motivated to take up the sport again.

We hope the weather this summer will improve over last year and allow our club to enjoy a busy year.

Joanne Bennett  
Cu Nim

## THE HIGH COST OF TRAINING

continued from page 2

Up to now, the majority of our aircraft purchases have been financed through bank loans, with the loan repayed by dues and flying fees. By and large, this meant that members paid for the aircraft after they were put into service, and also paid interest to the bank. When interest rates went way up in the 70s, we were fortunately able to bail out of our debt using airport income (*VSA manages the Hope airfield*). With the increase in interest rates it was felt to be more prudent to try to save up ahead for the purchases. At the same time, it was felt to be unfair to the existing members who paid for the existing fleet to also pay for the next generation of aircraft. Therefore, it was decided that the majority of funds should come from the initiation fees of new members.

Are we being fair to the new members? As Lloyd shows, not only did we sign up a lot of new students during the boom years, we also lost a lot of them. What effect did this have on the club? The prominent feeling at the time was, "they came, they wore out the equipment and instructors, and they left". The decision of the club was that these people should at least leave behind some of their money as they moved on to their next "life experience". It is impossible to describe how disheartening it was for the instructors and others to work so hard to bring soaring to these multitudes, then have them drift off the next year. It was not so much the effort of sitting in the rear seat as the futility of it. This is the reason members felt that the "passers-through" should pay for more than bare operating costs; they owed us for entertaining them.

Now, it is not just the increase in front-end costs that is lowering our intake, it is the inadequacy of our marketing of the sport that is the problem. I still feel that enough money is out there. Consider, for example, the number of new cars on the road in the price range of a new sailplane. Consider also the number of skiers at Whistler. We need to have only 20 of them reassign their priorities.

It is quite possible that Lloyd is correct in his assessment, and that I am wrong. The members may feel it is time to experiment. My personal view is that anyone who cannot arrange their personal finances in order to meet the costs of soaring at the outset is unlikely to have reformed in time to cope with deferred initiation fees. I also remember that the reason we dropped the two-stage initiation fee was that a number of people chose to abort their progress in soaring to avoid the step, and experience shows that those who do not move forward soon drop out. So the second payment should not be at the discretion of the student, and it should be less attractive not to pay up front ... □

VSA has now changed their system so that students can either pay all at once, or pay membership fees first followed by \$23 student flying tickets during training and payment of the initiation fee either before soloing or within six months, whichever comes first.

## BOOK REVIEW

Two Books by Tom Knauff

### Glider Basics from Solo to Licence

#### Transition to Gliders:

A Flight Training Manual for Power Pilots

It's a pleasure to review a book from an author who, while trying to earn a living from soaring, is so knowledgeable and concerned about teaching pilots the skills they need to fly today's sailplanes safely and well. These two titles are essentially the same book with an opening chapter in the second explaining the special features of gliders.

The books use diagrams generously, borrowing perhaps from the ideas in some of Piggott's recent books, but nonetheless vital in helping pilots visualize the situation and planning needed. Many of the topics essential to safe flying, but occurring only rarely and often omitted or glossed over, are emphasized and analyzed. Among these are rope breaks, deep stalls, cautions on do-it-yourself aerobatics, and cross-control stalls. The section on use of the rudder and its effects is particularly good. I would have

liked to see more emphasis on the extreme danger of inadvertent low altitude spins. The topic is, however, well treated as an exercise, and ends with emphatic advice.

Topics often missed out altogether are given attention, such as the benign spiral and ridge soaring, the latter especially good, plus notes on flying a new type.

A few things seemed to lack essential emphasis; the section on effects of wind did not suggest the modified pattern needed to cope with high winds, and the description of netto compensation failed to note a big advantage, that, used with a speed ring, the vario pointer continuously shows the correct speed to fly. The diagram showing wave lift is quite misleading in depicting the low level streamlines as rebounding to great altitudes, and one wonders if a section on final glides is needed for pilots to be safely licensed.

Good photographs are plentiful, and mercifully free of the inane captions which seem to afflict some similar books. All in all, a highly recommended book, which students and instructors alike should have on their shelves. □

Reviewed by John Firth  
Flight Training & Safety Committee

the fine print

- *Membership secretaries* — have you sent the National Office a complete list of your current members; including address, especially including the postal code, and telephone number? Do not assume the last year's members are already correctly listed with SAC — it ain't necessarily so! Let's get a "clean" SAC membership list this year — many members missed free flight last year because their names and addresses fell through the cracks.

- Note that there have been price increases for FAI badge supplies.
- Ontario residents are required to pay sales tax on SAC supplies.
- Don't forget to order your 1986 "Segelflug Bildkalender", the world's best soaring calendar, from the National Office before 1 July. It would be better if clubs bulk ordered for their members as it saves considerable postage and handling. See details on page 15 of the last issue of *free flight*.

# FAI BADGES

Boris Karpoff  
24 1/2 Deloraine Avenue  
Toronto, ON M5M 2A7 (416) 481-0010

The following badges and badge legs were recorded in the Canadian Soaring Register during the period January 17 and March 27, 1985.

## SILVER BADGE

708 John Toles Saskatoon  
709 Kemp Ward Champlain  
710 Bill McKnight Kawartha

## DIAMOND ALTITUDE

Walter Pille	Quebec	5540 m	Kestrel 19	Baie St-Paul, PQ
Jerry Vesely	Cu Nim	5486 m	VES-1	Cowley, AB

## SILVER DISTANCE

John Toles	Saskatoon	246.2 km	Ka6	Vanscoy, SK
Bill McKnight	Kawartha	126.0 km	Jantar Std 2	Omeme, ON
David Teal	SOSA	62.0 km	1-26	Rockton, ON

## SILVER ALTITUDE

John Toles	Saskatoon	2134 m	Ka6	Vanscoy, SK
Martin Brassard	Quebec	1120 m	1-26	St-Raymond, PQ
Claude Trudel	Outardes	1050 m	K8B	St-Charles, PQ

## SILVER DURATION

John Toles	Saskatoon	6:30	Ka6	Vanscoy, SK
Bill McKnight	Kawartha	5:12	Jantar Std 2	Omeme, ON
Martin Schuster	York	5:32	1-26	Arthur, ON
Michel Perrault	Outardes	5:08	K8B	St-Charles, PQ
Claude Trudel	Outardes	5:40	K8B	St-Charles, PQ
Paul Daudin	Outardes	5:52	1-34	St-Charles, PQ
Denis Hinton	Outardes	5:14	Blanik	St-Charles, PQ
René Tardif	Outardes	5:34	1-34	St-Charles, PQ

## C BADGE

Guy Peasley	Cu Nim	2:30	2-33	Cowley, AB
James Beattie	Kawartha	1:06	Blanik	Omeme, ON
Neil Easton	Cu Nim	2:12	2-33	Black Diamond, AB
Martin Brassard	Quebec	3:08	1-26	St-Raymond, PQ
Martin Schuster	York	5:32	1-26	Arthur, ON
Michel Perrault	Outardes	5:08	K8B	St-Charles, PQ
Claude Trudel	Outardes	5:40	K8B	St-Charles, PQ
Paul Daudin	Outardes	5:52	1-34	St-Charles, PQ
Denis Hinton	Outardes	5:14	Blanik	St-Charles, PQ
René Tardif	Outardes	5:34	1-34	St-Charles, PQ
Daniel Chaput	Outardes	1:04	K8B	St-Charles, PQ
Johanne Beausoleil	Outardes	1:01	K8B	St-Charles, PQ
Luc Desrosiers	Outardes	1:11	K8B	St-Charles, PQ
Dominique Robitaille	Outardes	1:08	2-22	St-Charles, PQ
Michel Bernard	Outardes	1:14	1-34	St-Charles, PQ
David Teal	SOSA	1:42	1-26	Rockton, ON

## FIRMAL ELECTRONICS

ad

# IMPORTANT SPORTING CODE CHANGE

Tony Burton

The following amendments to the current FAI Sporting Code are now in effect. Update your copy now.

2.2.1 third paragraph to read: Only one flight course may be declared on any flight, with the exception of some badge flights as stipulated in 5.2.5, for which a designated sequence is not required.

4.3.1 Add: A multiplace glider flown with only one pilot on board shall count as a single-place glider.

5.2.3 Diamond goal: A flight of at least 300 km over an out-and-return or triangular course flown in the designated sequence.

5.2.5 Delete the table, and add: Distance flight requirements. Distance flights may be flown around not more than three previously declared turnpoints, the sequence of which need not be designated. However, each turnpoint must not be turned more than once.

## WHAT DO THESE CHANGES MEAN?

The changes do **not** affect current Silver distance, Diamond goal, and record flights; but there is a very significant broadening of the possible Gold distance, Diamond distance, and 1000 km Diploma flight profiles.

- Quadrilateral courses are now possible.
- These courses may be "folded" as so to significantly reduce retrieve distances.
- A ridge flight, or any other flight constrained in direction or distance, can be made essentially equivalent to a two lap course by having two turnpoints at the end of the course close to each other (the distance between the two is not limited).
- Clubs located where significant sectors of the local area are unusable will easily be able to plot courses which avoid these areas.
- Turnpoints may be chosen with local peculiarities of the weather more easily taken into account, so that an alternate turnpoint sequence may be chosen **while in flight** without incurring large penalties in the total distance flown.
- A pilot is not required to use all the turnpoints selected prior to the flight.

Club CFIs, OOs, and pilots must now re-examine the possibilities – there will undoubtedly be many more convenient courses available in their area. Here are some specific examples:

At Bluenose, a 300 km flight on the North Mountain (see story in 2/85) is now much easier as the turnpoints no longer have to be 150 km apart. Pilots there can now stay on the best part of the ridge, and that low Sandy Cove turnpoint can be scratched. See Figure 1 for sample ridge flight course profiles.

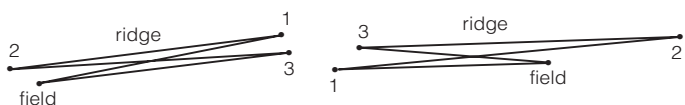


Figure 1

At SOSA, a 500 km flight is now much easier since three turnpoints may be selected further inland from possible lake effects. Figure 2 represents one possibility SOSA/ Strathroy/ Newmarket/ Mount Forest.

A club constrained to narrow sectors of landable terrain can select one turnpoint near the airfield and the other two up different valleys or highways. For example, Grande Prairie could try a 300 km having turnpoints of GPSS/ Crooked Creek/ Grande Prairie/ Fairview. Figure 3 is a typical course profile in this case.

Figure 2

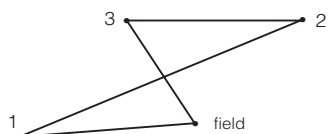
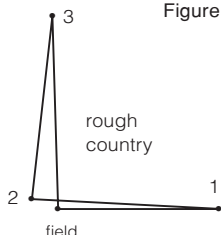


Figure 3



On the prairies, the big 1000 km closed course flight may be contemplated without getting too far over the horizon. For the Calgary club, how about Cu Nim/ Coutts/ Delburne/ Picture Butte? All familiar territory, and the flight can be broken off "close" to home twice if the day doesn't measure up.

In-flight turnpoint choice may be exercised on a triangle course such as shown in Figure 4. A good day which may be marred by a chance of overdevelopment at either turnpoint is easier to use if one can get into the turnpoint which is seen to be developing problems as soon as possible.

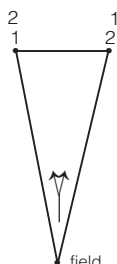


Figure 4

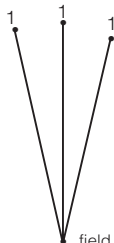


Figure 5

A pilot may select three appropriately placed turnpoints, from which two alternate triangles or three out-and-returns may be chosen **while in flight** to take advantage of the sky conditions. Figure 5 shows possible course profiles.

I'm sure you will be able to discover several more excellent courses at your club. Study the map well before "the day" arrives.

### FAI SPORTING LICENCE REQUIRED

The Board of Directors passed the following resolution at their January meeting:

"All pilots competing in SAC-sanctioned competitions will be required to hold an FAI Sporting Licence, available at the National Office. This licence will be renewed annually at a fee to be determined by the Board of Directors of SAC."

The fee set for 1985 is \$10.00

### Notification of record claim

Just before this issue went to the printers, we received the following 4 claims, all from Peter Masak, flying a Nimbus 3 out of Ridge Soaring, PA: 100 km triangle at 137 km/h, 300 km triangle at 147 km/h, 500 km/h triangle at 122 km/h, and the 500 out and return at 148 km/h! More details later.

# Campbell

Printer ad,  
Ottawa

### 2nd Ontario Soaring Championships

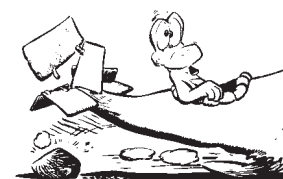
SOSA 22/23 Jun & 29 Jun-1 Jul

Sports Class & Novice Class  
(both handicapped)

Tasks for Novice class will be set to minimize off-field landings. Entry fee \$30, tows \$10. For more info, contact Brian Milner, Box 214, Cobourg, Ont. K9A 4K5 (416) 372-2251 (B), or Stan Janicek, 252 Cameron Street N, Kitchener, Ont. N2H 3B5.

### CROCODILE CORNER

still no accidents!  
keep it that way.





## OPINIONS

continued from page 3

I wish rather to comment on our mental health, an attitude problem within SAC generally. I can use this last AGM in Toronto as a prime example to illustrate my point.

**Fact 1** Roughly a third of SAC's total membership lives in Toronto or within at most a couple hours drive from the AGM.

**Observation 1** When the AGM came to order on Saturday, about 30 seats in that huge room were warm. Thankfully, a few more trickled in during the morning. Given the presence of non-SAC guests there, it was embarrassing – I've seen more people at a club gathering when the gavel came down.

**Observation 2** Looking at those present in the afternoon, I noticed that we were all old. The average age was over 40 for sure, probably more like 45.

**Observation 3** Looking at those present, I identified most as the 'regulars'. I wondered how many were present of necessity as club or provincial delegates.

**Fact 2** On asking for a show of hands of those who were there just because they were interested or curious about SAC affairs, about 20 went up. Twenty, out of perhaps 300 who lived closer to the AGM than their own club!

The question the Board and everyone interested in the vitality of SAC must answer is, **why wasn't this AGM wall-to-wall with pilots?** There was a lot of discussion at the meeting about the low level of advertising for the AGM, but if people must be lead by the hand to go, and do not see an AGM as being inherently interesting enough to seek out, it only adds to my argument.

I will admit it is difficult to make any organization "interesting" per se; SAC is so only insofar each of us sees it having personal value. It is also true that year after year SAC seems to be in the position of justifying itself to the members, which is not and should not be necessary. It has been my strong impression, the Board and some committee chairmen have been spending so much time and energy in recent years fighting forest fires that there has been little time or energy left for the contemplation of our collective navel.

**SAC must find the time to decide what it really wants to be.** Bob was correct when he said in his opening words to the AGM that we don't laugh at ourselves very much; there certainly hasn't been much humour in the Board meetings I attended. I applaud the recent Board decision to re-evaluate the services SAC provides its members, but I hope that this will be based a clear direction for the association as well as just the dollars.

Having waxed philosophical for several paragraphs, let me offer a practical suggestion. I don't think there is any question that our annual quest for federal funding and the always-future hope of "resident

sport" status is the cause of much of our wasted effort:

- it has consumed an enormous amount of man-hours of staff work in preparing grant applications.
- it has consumed excessive time in the preparation and analysis of our budget, alternate budgets, etc. etc.
- it has lead to penny-pinching which has reduced SAC services at just the time when important services should have been expanded, such as publicity and club survival programs — programs which needed to be in place three years ago.
- it has been at the root of a very self-destructive "we-they" conflict in our sport regarding competition.
- it has caused a serious lack of attention to questions of what we should be doing, the effort going to questions of what we must do to maintain the status quo.

### It is time to change the status quo.

To those who have attended any or all of, say, the last six AGMs, I would ask you to add up all the hours spent discussing government funding, South Africa, competition, and membership fees. Now imagine that time spent instead on improving SAC, and laughing a little. Our AGMs have been an obvious symptom of our ills.

This year government funding will amount to less than \$20 per member, and there is every indication that it could begin drying up more. Maybe we can turn our organization around by paying that and some more ourselves, soon, to give us time to consider our spending wisely before a cut causes everyone to run around putting out another fire. I don't want to hear cries of, "but that's an 'x' percent increase," that's statistical baffle-gab. I'm speaking for getting a healthy SAC for the price of a tank of gas or for three miserable tows!

Tony Burton  
Cu Nim

### ARE CLUBS PRICING THEMSELVES OUT OF THE MARKET?

I write in response to Peter Trent's editorial which appear in the previous issue. First, I wholeheartedly agree with everything he said, but also suspect it was published to provide food for thought on what is ailing our sport and to generate some feedback.

I feel that Peter did not go far enough in addressing the real cause behind dwindling membership in the soaring movement. Frankly, I believe it is time for us to come down from our pink cloud, plant our feet on the ground, and honestly admit that we have just about priced ourselves out of the market.

Up to now, I have read and heard much from a variety of sources on how concerned we are that our membership is in decline, and that we must spare no effort in trying to get members to come back, not to mention finding new ones. Most of this is merely lip

service since the question of cost is never touched on. Agreed, the word has been touted once or twice, but we have yet to see a realistic approach to this — the true problem.

The escalating cost of our sport is a concern which I have been voicing in my club for the last three years, and only at our most recent AGM did I not feel like a voice in the wilderness. A few others now sharing my view has lead to the appointment of a special committee to look into the present philosophy and fee structure of the club, with the purpose of identifying the main problem area(s) and recommending a solution. The task will not be easy.

The objective of this letter, therefore, is to suggest that the time has come for positive action within the ranks of the soaring movement in Canada. Talk is cheap. It is only through concerted effort and a realistic approach that we will see the current membership trend reversed. This can only be done if we make the sport a little more affordable than it presently is... Finally, I would hope that my club shares the findings of the special committee when it has completed its task.

Gerry Nye  
MSC

### TASK SETTING COMMENTS

Dear Tony,

...I want to say that I enjoyed your "Platypus" editorial back in Sep-Oct but never got around to writing a letter to comment on it. As one of the task setters in Virden, I obviously had some input into the way things turned out. I would argue that we were never working towards 100% completions but would agree that there is some pressure to give everyone a chance at completing the task. The result is that (given the present state of pilots and sailplanes in Canada) the better pilots ended up with a comparatively easy time of it, hence the cryptic "how I won" speeches. The other side of the coin is that if truly challenging tasks were set for the "big guns", how many "lesser guns" flying older ships will bother to compete knowing that they face a constant string of outlandings? Imperfect weather prediction is also a problem, we were caught considerably undertasked at Virden on several days because of this. Certainly a couple of 500 km tasks could have been flown there (in my opinion). At Hawkesbury in 1983, the chips fell in the other direction and the entire field was caught out several times; I'm surprised the howls of protest didn't reach Claresholm. The Germans have the advantage of a generally higher level of soaring in their country, and far better weather information. From my reading of the "Aerokurier" they have some pretty challenging contests. A further argument might be that a career of flying "easy" contests in Canada does not do much to qualify our pilots for world competition where the Europeans (especially the French) are used to pressing the limits of the day more often...

Jim Oke,  
Winnipeg

## MEMBERSHIP FEES

The following letter from the new Ontario Zone Director to the President is self-explanatory and appears exactly as received:

Dear Bob,

Forgive me for writing to you through the pages of **free flight** but I thought that I should apologize publicly for displaying a negative attitude at the AGM. I am sincerely sorry that I spoke against the annual increase in our annual fees. Now that I am a member of the Board of Directors I have completely changed my opinion. Indeed, I am wondering if four dollars is really enough. After all, it is really a two dollar decrease when you stop to think about it.

I had an excellent talk with one of our colleagues on the Board who persuaded me that annual fees of \$120 or even \$150 would be an absolute bargain. He is also convinced that they are inevitable. Pity.

Yours respectfully,  
Dixon More

P.S. I am enclosing my cheque for \$1000 for one of those lifetime memberships. I understand that this means that I will never have to pay annual fees again. Could you please confirm this — in writing. Nothing formal; a handwritten note on a scrap of paper will be fine — signed, of course. Perhaps Jean would like to try out the corporate seal on the corner, just as a souvenir, you understand.

*Well, that demanded a response from Bob.*

Dear Dixon,

To those of us who share membership with you in the SOSA Gliding Club, your inclination to collect money, then watch it very carefully, is the stuff of legend. So it was with delight bordering on disbelief that I received your Life Membership fee cheque. The disbelief was speedily vanquished, and your cheque was sent to the SAC Pioneer trust fund where it will do its job of relieving you from paying SAC membership dues, as a club affiliated member, for the rest of your natural life. After that, we start over — with a new currency, I suspect.

Oh yes, appropriate signed scraps of paper with all the seals affixed we can muster will be sent. Thanks.

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## COMING EVENTS

Mai 17-20, **Compétitions Provinciales du Québec.** Organisés par le Club de vol à voile de Québec à St-Raymond de Portneuf.

May 17-20, **Quebec Provincial Soaring Competition**, sponsored by the Quebec Soaring Club. St-Raymond.

May 18-20, **Innisfail May Meet**, hosted by Edmonton Soaring Club. Contact Kevin Green (403) 434-5611.

Jun 8-15, **Eastern Instructors School**, York Soaring. May 10 deadline to apply to SAC.

Jun 8 thru Aug, **All-week flying** at York Soaring, Arthur, Ont. Contact Walter Chmela (416) 221-3888, or airfield (519) 848-3621.

Jun 23, **Fly-in breakfast**, York Soaring, Beginning 0700, aerobatic display 1030, parachute jumps 1100, intro flights (519) 848-3621.

Jul 1-9, **Competition clinic** at Chipman, AB. Sponsored by Alberta Soaring Council. Competition training for all pilots. Contact Mike Apps (403) 436-9003.

Juillet 16-25, St-Raymond de Portneuf, Quebec, **Championnat canadienne**, class Standard, 15m, et libre. Organisés par le Club de vol à voile de Québec. Contactez Alex Krieger (418) 681-3638.

Jul 16-25, **Canadian Nationals**, all classes St-Raymond, Que, sponsored by the Quebec Soaring Club. For info contact Alex Krieger (418) 681-3638.

Jul 27-Aug 5, **Cowley Summer Camp**, Canada's best and biggest soaring party — mountain/thermal/wave soaring, camping/swimming. Sponsored by the Alberta Soaring Council. Contact Kevin Bennett (403) 253-0063.

Aug 5-11, **Western Instructors School**, Vancouver Soaring Assn. Note date change from last issue. Contact Al Sunley, course director, 1003 Keith Rd, Sherwood Park, AB T8A 1G2.

Oct 12-14, **Cowley Wave Camp**. Host: Alberta Soaring Council. Facilities usually open a few days earlier. Contact Kevin Bennett, #2-15 Sorrel Place SW, Calgary AB T2W 1Z4 (403) 253-0063.

May 7-8, 1986 **SAC Annual General Meeting**, Vancouver, BC. More details later.

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