

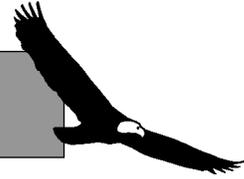
free flight • vol libre

6/06
Dec/Jan



Priorities

John Toles SAC President



One of the difficulties with a column like this is that it is written about five weeks before it is read by you. News is no longer new. It can, however, provide a general overview of activities and events at the national level.

The fall Board of Directors meeting was held the first weekend in November at the SAC office in Ottawa with all directors attending. The directors are selected by their zones and appointments are for two years, effective following the AGM in March each year. This year brought new directors from the Pacific and Alberta zones. In 2007, selection of directors from the Prairie, Ontario and Eastern zones will be required. Directors may be elected or re-appointed to a maximum service of five two-year terms. By the time this issue of *free flight* is distributed, reminder notices will have been sent to the clubs in each zone affected.

We meet as a board twice during the year unless there is an urgent need for a special meeting. As well, directors keep in touch with each other and the office by e-mail and phone. The ongoing daily business is handled by Executive Director Jim McCollum from the SAC office in Ottawa. Committees are also involved, with a board member as liaison to each committee.

I am most impressed by the professionalism and dedication of the current board members. While representing interests in their respective zones, their priority is for all soaring interests nationally. At the recent meeting the structure and function of each committee was reviewed with recommendations as required. As well, areas that can be improved were identified with action initiated. Ongoing improvements to the SAC website will be continued including an attempt to post current information and events, documents and links. A major review and rewriting of SAC structure and policies has been undertaken and will be posted when completed. Long term planning for the future of SAC is also a priority. Other ongoing concerns at the committee level include continuing implementation of the Safety Management System (Flight Training and Safety committee), a review of the contest structure (Sporting committee), airspace issues (Airspace committee), and a review of insurance with a goal to making the current plan more attractive to private owners (Insurance committee).

Prior to the meetings, a special SAC committee met with Kevin Psutka, COPA President, and COPA representatives at the COPA office. The meeting was action required by a motion at the 2006 AGM to investigate and report on possible closer associations with COPA. Topics discussed included leasing office space, outsourcing clerical work, common interest areas, insurance, and publication/distribution of *free flight*. The committee will evaluate the information and make a report. A summary has been posted on the SAC Roundtable, and will be reported in more detail in a future issue of *free flight*.

Usually a notice for the SAC AGM would appear in this issue. However, there has been difficulty finding a host club and location for the meeting. Check the SAC website for latest information. As well, information has been sent to each club. If a club is interested in being a host in future years, please let your zone director or the SAC office know so a schedule can be established well in advance for future years.

As this issue will be in your hands a bit before Christmas, I'll conclude by expressing "Best Wishes" for 2007 with lots of safe and enjoyable soaring.

free flight • vol libre

6/06 – Dec/Jan

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

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Cover

Dave Springford is about to launch with an intro in the LK-10 at SOSA, with co-owner Herrie ten Cate in the towplane. More on ZAJ on page 12.
photo: Tony Rywak

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the *free flight* archive

Tony Burton, editor

IF YOU HAVE WANDERED through the SAC website recently, you will have seen a “*free flight*” page there. It has a lot of information that serves two purposes: history (an archive) and research (an index).

The desktop publishing revolution of the mid-1980s made it possible for me to take most of the production functions out of the hands of the printer to retain much better control of the text and layout of the magazine. I was very happy to do this beginning with the 1/89 issue. I wrote, “Now that I have got myself a ‘Macintosh SE’ computer and PageMaker software, the magazine can be prepared almost 100% to camera-ready stage at home as the stories roll in. Gone is the tyranny of the local typesetter!” The other plus was there was now an electronic copy of each issue, albeit without any of the graphics or photographs — these were still added to the layout by the printer.

Archive More recently, with the advent of .pdf documents, it became practical to then place all these post-1988 issues on the SAC website for all members. At the time I did this, memory and file size was tight so each issue was trimmed by deleting some photos, ads, and text that was time-sensitive or repetitive like Coming Events, SAC supplies, etc. leaving just the “meat.” I intend to improve on these early issues by reinserting deleted photos where available.

As time permits, I have also been working at building .pdf files of the ‘paste-up’ issues produced between 1980 to 1988 that I (and Ursula before me) edited. In essence, I have to construct replicas of each issue by scanning the old pages and rebuilding their layout. Again, I haven’t reproduced text such as Trading Post and the back page because it is time consuming and not relevant to current readers. These issues are not quite 100% images of the originals because of subtle differences in the old and current font “metrics” that result in variations in the line breaks of the text.

However, these replicas are often an improvement over the originals — a lot of the photos are better quality now as I was able to PhotoShop faults out of them, and text has the odd typo removed. It takes a fair bit of time to recreate each issue but, working backwards, 1988, 1987 and 1986 have been added to the archive, and 1985 is ongoing.

Index I get e-mails from time to time asking about some article or other data that has appeared in a past issue. That’s what I created the index for — to make the archive a useable resource. In the many years that *free flight* has been published, almost anything you want to know about any aspect of the sport can be found in one or more issues. But — out of sight, out of mind.

INDEX on the *free flight* webpage now gives you access to all that history and info. Enter any keyword in the search window and see what pops up. A search can cover everything or be restricted to any of several subject areas, and a link is provided to all issues that exist in the archive. Have a troll through the Index to see how it works. If you need a copy of any page of a *free flight* issue that is older than the ones archived, I and the National Office hold a complete *free flight* set that photocopies can be made from.

To date, I have indexed issues from 1968 to present. Pre-1968 is stalled for the time being because the issue-numbering convention was variable then and the search engine cannot handle that. When I add a current issue to the index, I include as many keywords as I think people are likely to use — title, subject, category, author, most other persons mentioned, glider registrations, etc. The index file is 748 KB in size now and growing.

Thank Susan Snell of the Winnipeg Gliding Club — she is the person who actually stores the archive that is linked to the SAC website, and she is the person that created the data-retrieval program for the index. ■



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 Aero Club of Canada (ACC), the Canadian national aero club representing Canada in the Fédération Aéronautique Internationale (FAI), the world sport aviation governing body composed of national aero clubs. The ACC delegates to SAC the supervision of FAI related soaring activities such as competition sanctions, processing FAI badge and record claims, and the selection of Canadian team pilots for world soaring championships.

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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. An e-mail in any common word processing format is welcome (preferably as a text file). All material is subject to editing to the space requirements and the quality standards of the magazine.

Images may be sent as photo prints or as high-resolution greyscale/colour .jpg or .tif files. Prints returned on request.

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 Zone Director.

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Deadline for contributions:

5 January, March
May, July
September, November

L'ASSOCIATION CANADIENNE DE VOL À VOILE

est une organisation à but non lucratif formée d'enthousiastes et vouée à l'essor de cette activité sous toutes ses formes, sur le plan national et international. L'association est membre de l'Aéro-Club du Canada (ACC), qui représente le Canada au sein de la Fédération Aéronautique Internationale (FAI), laquelle est responsable des sports aériens à l'échelle mondiale et formée des aéroclubs nationaux. L'ACC a confié à l'ACVV la supervision des activités véliplanes aux normes de la FAI, telles les tentatives de record, la sanction des compétitions, la délivrance des insignes, et la sélection des membres de l'équipe nationale aux compétitions mondiales.

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Les articles publiés dans *vol libre* proviennent d'individus ou de groupes de véliplanes bienveillants. Leur contenu n'engage que leurs auteurs. Aucune rémunération n'est versée pour ces articles. Tous sont invités à participer à la réalisation du magazine, soit par des reportages, des échanges d'idées, des nouvelles des clubs, des photos pertinentes, etc. L'idéal est de soumettre ces articles par courrier électronique, bien que d'autres moyens soient acceptés. Ils seront publiés selon l'espace disponible, leur intérêt et leur respect des normes de qualité du magazine.

Des photos, des fichiers .jpg ou .tif haute définition et niveaux de gris peuvent servir d'illustrations. Les photos vous seront retournées sur demande.

vol libre sert aussi de forum et on y publiera les lettres des lecteurs selon l'espace disponible. Leur contenu ne saurait engager la responsabilité du magazine, ni celle de l'association. Toute personne qui désire faire des représentations sur un sujet précis auprès de l'ACVV devra s'adresser au directeur régional.

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An unexpected late-season flight

It's been a while since I last contacted *free flight* after reminiscing about a cross-country flight. This time, I find myself reminiscing about a flight I had yesterday, 15 October. It was one of those unexpected flights that can occur during the fall when a soaring pilot often feels the season is all but over. I launched from the London Soaring field in my Libelle 201b at 12:25 on a brisk and crisp day. Cumulus had already formed, but with an overnight low of 2, and a forecast high of 9C, cloudbase did not look very high.

Once off tow, I had to make a mad dash through significant sink to find lift nearing the point of no return. Fortunately, the first thermal was 3-4 knots bringing me to the lofty altitude of 3200 feet agl while drifting well downwind in a steady 15 knot wind. Subsequent thermals were challenging to find, averaging 1-2 knots, and for two hours I played a desperate game of trying to gain ground in the upwind direction.

Cloudbase had risen to about 4000 feet agl and as I topped out a thermal, I headed to the upwind side of the cloud only to find myself in a surprisingly energetic bubble. I centred the lift and in amazement climbed to 5300! I was well above the very diffuse cloud I had flown by. The lift kept me at that altitude for about 15 minutes and I was able to descend off the sunny face of the cloud which by now had become very thin. It seems to me that there was an article in *free flight* at one time that described lift on the upwind side of a thermal that enabled gliders to climb well above cloudbase. I suspect this was an example of that phenomenon.

A second unexpected event was encountered as I descended abeam the sunny face of the cloud. With the sun at my tail, a beautiful,

rainbow-coloured halo appeared in the cloudy mist, and as I revelled at the sight, a very stylish shadow of my Libelle could be seen clearly defined right in the middle of the halo. Recounting this story to a fellow soaring pilot, he mentioned having had a similar experience in a homebuilt power plane, and that he recalled that you had written about having experienced this phenomenon as well. By the way, the flight lasted 4:06 hours with breathtaking visibility, and rich, vivid fall colours.

It would seem that the soaring season is never over until it's over!

George Wilson

What George experienced was almost certainly a "thermal wave". This can occur when relatively stable upper air is moving in a different direction than the underlying convective airmass. The upper air sees the lower thermal activity as a "barrier" and an upper wave is generated. Indicators are a mid-level shear, sometimes a visible smoothness to the tops of the cu, and streeting across the wind direction in the convective layer rather than aligned with it.

The bottom of such a wave is usually at or slightly above cloudbase. Entry (though often delightfully accidental) can require that one get as high as possible in the thermal with some extra speed, then fly forward into wind and try to get out from under the cu with no height loss and better, some gain.

The bright spot and surrounding halo around the shadow of the glider against the cloud is a phenomenon that combines light reflection and refraction. It was most likely first clearly seen by early mountain climbers. Given several names, the bright inner aura is called the "Heiligenschein" (holy light) and the rainbow-like halo around it, the "Glory".

Tony



The London Soaring field, George, and CJK after a brief flight on a windy day in September.

500 around the ice fields

Tim Wood, York Soaring

THE INTRODUCTION OF A NEW DIVISION IN THE OLC in Canada in 2006 provided an opportunity for Canadian pilots from all regions of the country to compete within OLC on a more even footing, through completion of high-scoring FAI triangles. The mountain fliers were to be at a relative disadvantage, as triangles in the mountains are certainly more challenging than triangles on the flatland areas. In the mountains of BC, the east-west legs of a triangle are the hard part.

My great good fortune allows me to visit Invermere, BC each June for the purpose of a one-month taste of glider pilot heaven. Late June 2006 provided superb cross-country conditions at Invermere, with the omega pattern in the jet stream skirting around the northern perimeter of a persistent high over southeastern BC. Cloudbases were high and cumulus cover was just about right.

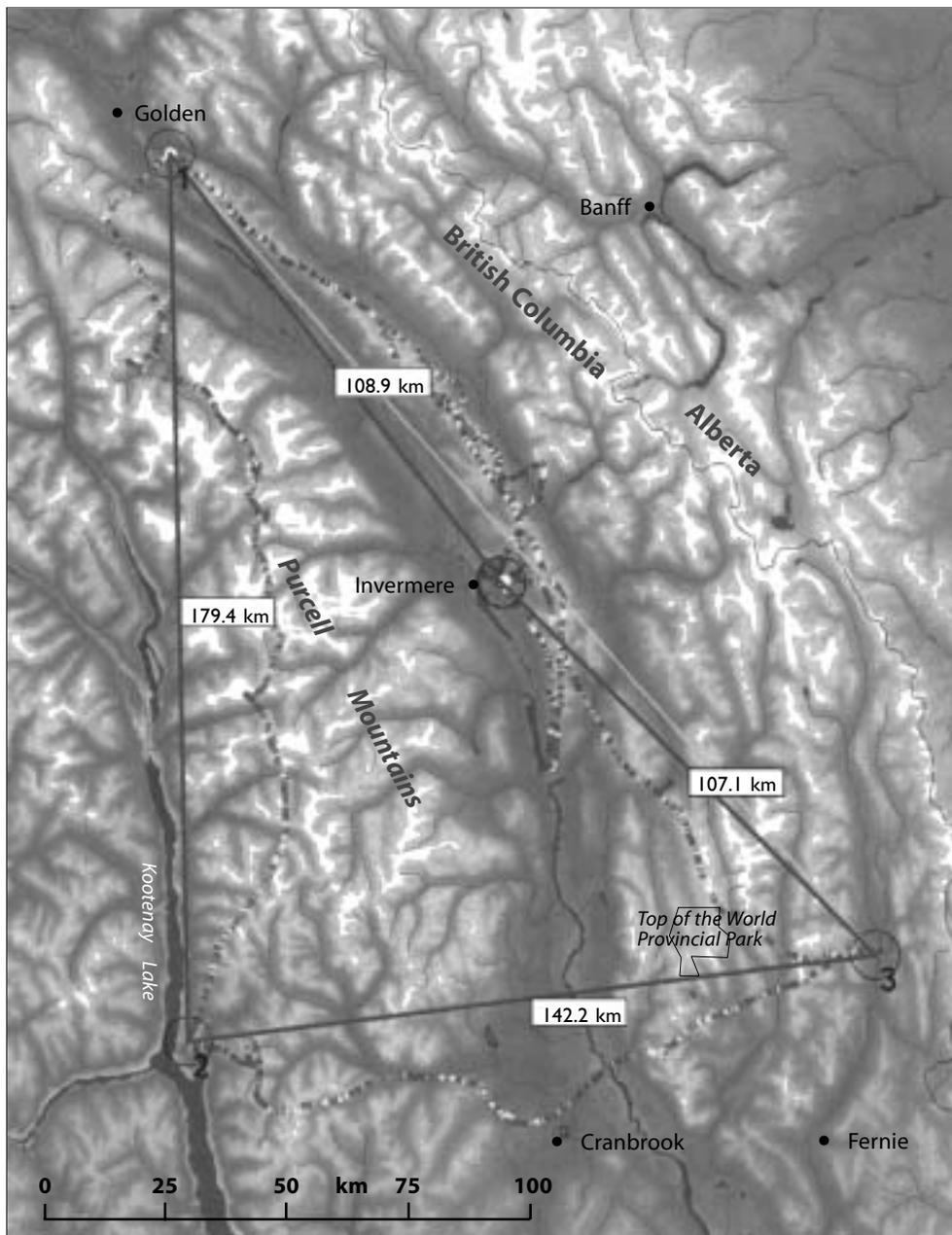
After nervous consultations with Trevor Florence and Mel Blackburn on the morning of 27 June, I decided to take a shot at a big FAI triangle; maybe the mountain pilots could give the flatlanders a good run for their money in the FAI-OLC after all! Warned of my tendency to land out, the ground crew and the towpilot were quite prepared to visit distant places to make a retrieve.

I took off at 11 am and released close to Mt. Swansea at around 8700 feet. This allowed me to pass over the start point 1000 metres above my lowest possible finish altitude at the same spot. Practice has shown that it is almost always possible to pass over Mt. Swansea at the end of a flight even very late in the day, so a start at 8700 feet over Swansea is a good bet for the full benefit of the FAI's gift of 1000m vertical, without incurring any distance penalty. Six years ago Trevor put me onto this and I have been doing it ever since. My declared task was:

- Mt. Swansea hang glider launch (at Invermere)
- TP1 Mt. Seven hang glider launch (near Golden)
- TP2 Crawford Bay (on Kootenay Lake)
- TP3 Elk Valley airport – and return

This flight would take me across the glaciers and ice fields of the Purcell Mountains, down into the Kootenay Valley west of Cranbrook, and then require a climb back over the Purcells, across the Kootenay River at

The topography and flight track was prepared from the Strepla graphic. The white areas of the map correspond to elevations above 9000 feet.





Flying south and approaching the Crawford Bay turnpoint from the Purcell Mountains. There was a lot of haze from forest fires in BC.

Cranbrook, over the Steeples, across the Top-of-the-World provincial park and on to my third turnpoint at Elk Valley airport. From there I needed to go upwind over the ridges to the west of Elk Valley and back up the Columbia Valley to Invermere. This flight was conceived by my old friend Mike Glatiotis in 2001. I like to call it the "Around the Ice Fields 500", a 537 kilometre FAI triangle that traverses the wildest and most beautiful terrain in the area.

In mentally preparing for the flight, thoughts about maintaining escape routes into landable areas at all times was a prime consideration. The run up to Mt. Seven was routine in this respect. The cloudbases were high from the start, but thermals were hard to connect with. A line of cu ran up the Kootenay valley from Radium and I tried, but failed to use them to run north. I went back onto the main ridge and found that lift improved as I went along. An enormous thermal that I encountered at Mt. Seven lifted me up physically and psychologically in a solid 7 knot climb to over 11,000 feet. I set off from there westwards across the Columbia Valley. I remembered Ernst Schneider's advice not to expect lift on the south end of the Dogtooth Range, but to expect it west of the Spillimacheen River. I pressed ahead with this in mind and then worked hard to stay in the 11,000 to 12,000 foot range as I headed south over the Bugaboo glacier. As I continued south I flew as close as possible to the height-of-land between the Columbia Valley and the Kootenay Valley to the west. In this way I could escape eastward down the side valleys towards Invermere if conditions weakened. Not all the cu had workable thermals, but conditions got stronger as I went south and away from the bigger ice fields of the Purcells.

After I passed Findlay Creek, my flight computer gave me an easy final glide to Crawford Bay, but that destination would entail slipping off the top and over to the west into unfamiliar and potentially inaccessible terrain in the vicinity of Kootenay Lake. My contingency plan, should problems arise in this part of the flight, was a

landing at Crawford Bay and a road or aerotow retrieve to Invermere. I lost a lot of height to reach my turnpoint, dropping from 12,000 feet at Findlay to below 9000 at Crawford Bay.

I then set off immediately towards the east to climb out of this hole but was down another 1000 feet before I found a nice rocky spur facing the hot sun. There were a few tense minutes as I worked the lift at low levels. It got stronger as I climbed and I quickly climbed back above 12,000, well above mountaintop height. I flew to St. Mary Lake, then Wycliffe, and then followed the road towards Cranbrook. After a short discussion with air traffic control at Cranbrook airport, I traversed the valley and made for Mount Fisher, just north of the Steeples.

At Mount Fisher I climbed back above 11,000 feet and moved east quickly, supported by a brisk tailwind that reached 34 knots from the west in some places. The good news was that I encountered very strong lift on the upwind (west) side of each of the several mountain ridges I crossed on my way to Elk Valley airport, my last turnpoint. The bad news was that I had to climb back over the lee side of those same ridges shortly afterwards into the teeth of the wind, and into the afternoon sun. Trevor had forewarned me that this could be the most difficult part of the flight. My emergency exit route was back to Elk Valley airport, or south into the Crowsnest Pass then on to Elko, Pincher Creek, or Cowley.

In the event, I found plenty of good lift on my way back west. Soon, I had an escape open to me via White Swan Lake as I flew over the untouched and very beautiful Bull River Valley and Quinn Creek. The rest of the leg was duck soup as I moved into very familiar territory at a time of day when everything was still working. I passed over Swansea at 9000 feet at 6:33 pm local time to close the triangle. I flew on for a further two hours, just goofing off and adding more OLC points. The FAI triangle was 538 km and the total flight was 728 km in 9:32 hours.

The best thermal of the flight was at Mt. Seven, near my first turnpoint. I gained 2884 feet at an average rate of climb of 5.8 knots, but this included some weak stuff at the bottom. I spent 21% of the time turning in thermals for a combined height gain of about 33,000 feet. I turned to the left three times as much as I did to the right, indicating that I was pretty tense for much of the flight (I always turn left when the chips are down). The flight track, [66RA10D2.igc](#), is available on the OLC.

This flight was huge fun, and it alone made the drive to Invermere from Ontario totally worthwhile — first class logistical support, strong lift, consistent thermals, strong sun, beautiful cu, high cloudbases, cloud streets always ahead like a magic carpet, and all in-flight prayers for assistance promptly answered.

How could it get better than that?! ■

A great September flight

Wilf Krueger, SOSA

MID-SEPTEMBER is when I usually polish and winterize my glider, but this year I was delayed by house projects and begrudgingly hadn't seen my glider in weeks. Finally the work drew to an end and I scheduled my "winterizing glider weekend" for Friday, 29 September, with no intention of anticipating a good soaring day. As the weekend approached, instinctively I checked the "Dr. Jack" weather forecast and I was pleasantly surprised to find good conditions towards the west and southeast of Rockton, with 400 fpm lift and reasonable cloudbases of 4000 feet asl. So, I thought, let's give the Doctor a chance — the winterizing can wait — I'm going flying instead!

With this in mind I started the day early and when I arrived at our field in Rockton at 10 am, the hangar doors were still closed and Doug Bremner and I were the only guys at the field. Doug is one of those guys that keeps our club afloat; on this beautiful morning he was cutting the grass off the main runway with our new tractor and grass cutting machine. Based on my experience (5000+ hours in gliders, and adding 250 hours/year recently), I

know that assessing weather conditions is difficult. The forecast was that we should be okay; however, real life doesn't always agree.

What I could see was good so far though. Small cu was developing towards the west and southeast that were still low, and there was a 10 knot wind from the north-west. Soaring condition towards the north, our usual soaring side, did not look good at all. Some areas in this direction were overcast. Going on gut feeling, I rigged the glider and decided to wait. In the meantime, the hangar doors were open and Dave Springford and a few students arrived. (Dave is also one of those members that a club needs to survive. He is always around SOSA, spending lots of his time towing, instructing and get things organized and done.)

At 11:45 the sky looked as good as it could be, cloudstreets pointing towards the west and southeast left no doubt that there was lots of lift and takeoff should happen asap. I launched in the DG-808b and climbed at



Position – eastbound over the Lake Erie shoreline southeast of St. Thomas, time – 3:51 pm, altitude – 4845 feet, cloudbase about 5500 feet, cloudstreet length about 15 km, thermal strength 4–500 ft/min. Yahoo!



800 ft/min. Since the soaring conditions were already good, I centered a thermal with the engine running. At 2400 feet agl I throttled back to cool the engine. It takes about 30 seconds to cool the engine and since I was in a thermal I was able to keep my altitude. In still air the sink rate of the DG with an idling engine is 250 fpm and with the engine off and propeller extended, 400 ft/min. If I'm not in a thermal, I lose 250 feet total from the moment I start idling to the moment the propeller is fully retracted.

Now at 3500 feet, the question was: where to go? It looked good towards the Niagara Peninsula, so I left Rock-

ton and headed south towards Hagersville. We have to fly around the Hamilton control zone to reach the peninsula and this is quite a detour. Cruising at 75 knots I soon saw the Grand River, and at 1700 feet I found a good thermal under a nice cu which got me up to 4000. The "nice cu" was imbedded in a cloudstreet which pointed towards Welland. Running the street, I was able to cruise for 30 minutes at 80 knots without a turn between 3500 and 4200 feet.

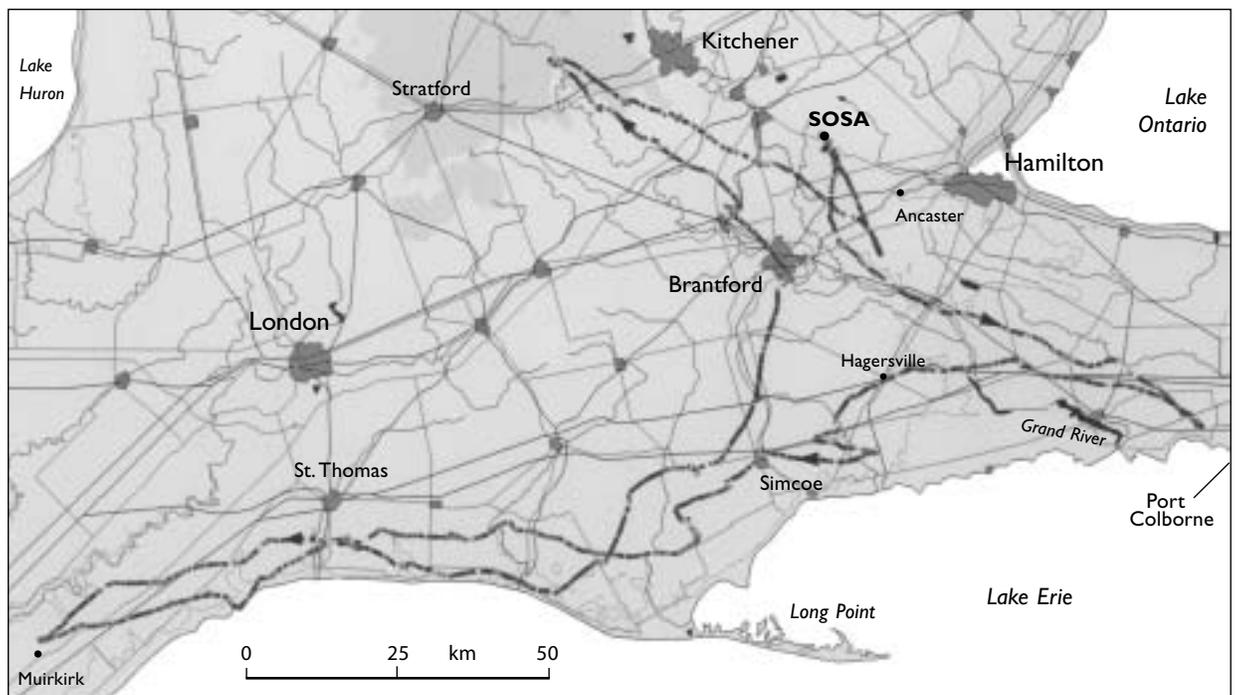
What a fun flight; easy lift with a beautiful fall view. I could see Lake Ontario, Lake Erie, and the Grand River delta close to Dunnville. The visibility was so good that I was able to see the Toronto skyscrapers and Niagara Falls in the distance. That was the good news; the bad news was that conditions above Welland and Niagara Falls had deteriorated, with lower cloudbases and overdevelopment. So it was time to turn around and head west and utilize the same cloudstreet, but this time against a 15 knot headwind.

While enjoying the scenery, I heard Jerzy Szemplinski on the radio — he had just taken off in Rockton in his SZD-55 and was headed towards Hagersville. We soon agreed to meet in the Hagersville area and then team fly.

I always enjoy team flying with a good pilot like Jerzy. The exchange of crucial information can prevent off-field landings and increase average speed. It's also nice to just fly with another glider. When we finally met between Hagersville and Simcoe, conditions had improved; cloud-base had risen to 5000 feet and clouds were widespread, though with a rain shower ahead. Passing the shower was easy for Jerzy but difficult for me. I was too close to the rain and hit heavy sink; to survive I had to fly three kilometres back to find a thermal at 2800 feet. Thermal strength at the time was 700 ft/min and it didn't take too long to hook up with Jerzy again. Ahead was a huge black cloud with no lift. Under the cloud we lost a lot of altitude, I went down to 2000 feet (1400 agl) before I got up to 5000 feet again. I don't know how low Jerzy got, but when we both hit heavy sink he asked me if I could retrieve him in case he lands out. At 1400 agl and good off-field landing fields in sight, I was ready to start the engine and head home to pick him up, but a 600 ft/min thermal saved me. It's amazing to think that I've flown 750 hours with my DG and mainly used the motor for takeoff. That being said, it has saved me a few times from an off-field landing.

Since it takes only 13 seconds to extract the propeller and start the engine you lose hardly any altitude. Until now my engine always started in the air within seconds, but in case it doesn't, one should have a place to land picked out. The mental attitude in flying a motorglider cross-country or a glider should be the same. In both cases you have to know where and how to land the plane safely in case you don't find lift.

Glider pilots are optimists and we digested our 1700 foot low point and headed further away from home. Past St. Thomas, we followed the 401 to Muirkirk where the sky turned blue and gave us reason to head homeward. Cloudbase around St. Thomas was 6000–6500 and the best thermal of the day was 900–1000 ft/min to 6500 feet. Team flying on our way home we followed cloudstreets along Lake Erie and headed towards Long ⇒ p22



a Russian triangle

the 2006 Alberta cross-country season and FAI-OLC flights

Tony Burton, Cu Nim

IT WAS A SLOW SEASON for cross-country soaring in Alberta in 2006. As has been the case recently, once the rains began in June, little was done over the remaining summertime, although there were some decent days at the Cowley summer camp. To writing an Alberta Soaring Council Sporting chairman report for *ASCent* magazine*, I went to the OLC website and extracted the data on the best flights pilots had flown within the province, as was ranked using the "FAI-OLC" scoring system.

Classic OLC scoring divides one's flight track into the maximum distance using up to five turnpoints and the resulting point score depends on the glider's handicap and some derating of the last two legs of the six legs of the flight. FAI-OLC scoring, on the other hand, calculates the largest FAI triangle that can be framed within the pilot's flight track (a closed course with the shortest leg being at least 28% of the total distance for flights less than 500 km or 25% for longer flights). This scoring will penalize flights that have zig-zag or stretched out tracks. Scoring is maximized for those pilots who plan their cross-country flights with some intent to open up the territory they fly over rather than wander around the sky, although it is not necessary to declare the flight beforehand.

This alternate FAI-OLC scoring is done automatically when your flight is posted to the OLC. Most of the time, that is — our national OLC guru, Tony Firmin, has cases in which the FAI-OLC score didn't get posted — there seems to be a program bug in this regard. It may get fixed after the new 2007 OLC software version is up and running cleanly.

The intent of FAI-OLC scoring, as I understand it, is to level the playing field nationally between flights that rely mostly on thermal flying and those in which topographic assistance is significant such as wave flights, ridge soaring flights like those in the eastern USA, and mountain chain flights such as from Invermere, BC. For example, an FAI triangle flight at Invermere requires considerably more planning and skill than the "easy" Invermere-Golden-Elko 500 up and down the ranges. You can read about such a great triangle flight by Tim Wood in this issue of *free flight* — it earned him 472 points for a 538 km FAI-OLC triangle — #3 this year.

For Alberta pilots this season, most of the best triangle flight results also came from the same flight from which the best classic OLC points were earned. This may be common for other areas in Canada.

Vaughan Allan, flying by himself out of Claresholm airport, was the big provincial winner in cross-country flights with many done taking advantage of the Rockies wave systems **. Vaughan made seventeen OLC flights this season earning 6506 points for 7575 kilometres, of which the twelve had scoreable "triangularity" (if I might coin a word) totalling 3053 point and 3480 km. His best FAI-OLC flight (#4 in Canada) was a thermal flight out of Claresholm over the prairies on 17 June for 458 points and 518 km.

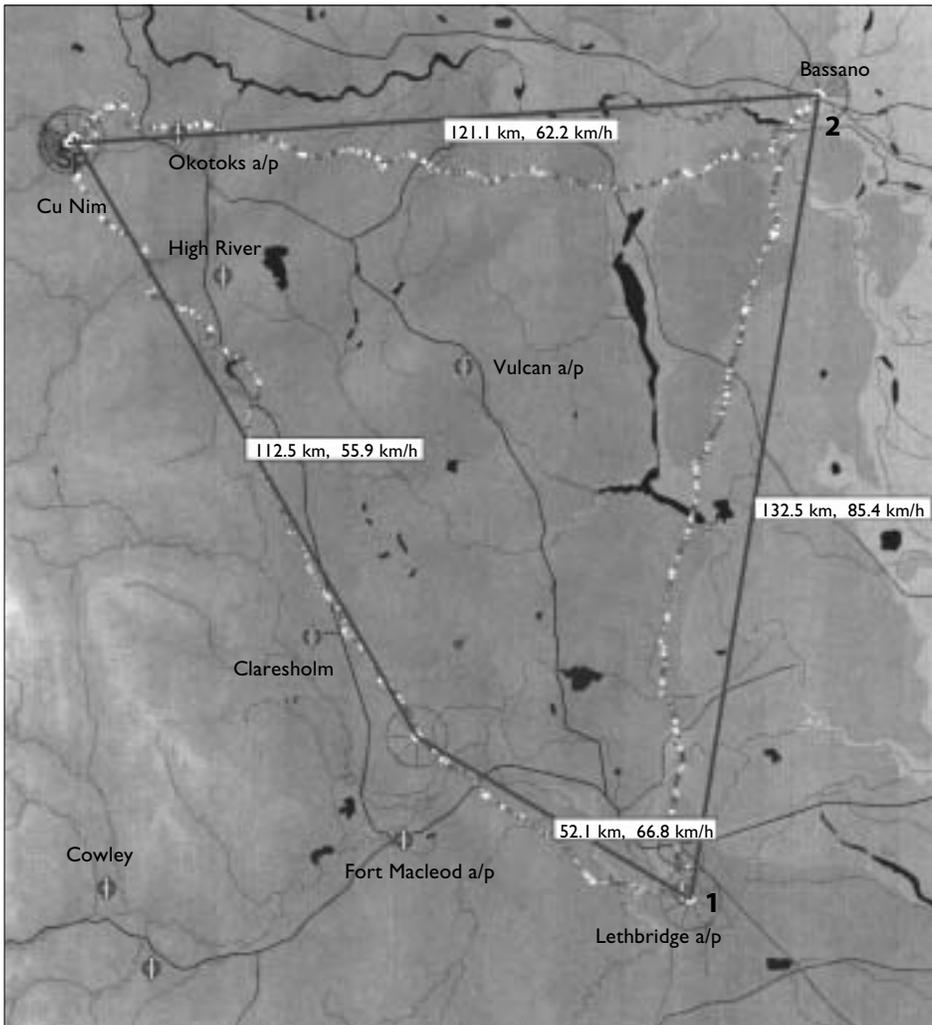
Always, my recommendation to pilots is to have a plan in place on a good-looking cross-country morning. It does not matter at all if you are a record or a Silver distance pilot — actually, the less-experienced pilot undoubtedly has the most to gain. Doing so will test your skills in reading the forecast and other soaring-related data and in choosing a task that will stretch a little what you think is achievable. Launching and wandering around the sky is fun of course, but it will *not* improve you as a cross-country pilot. Declaring a task concentrates the mind and forces you to fly to the best of your ability; that is the only way you get better at it. A recent article in *Scientific American* described a study on what makes a chess grandmaster. The conclusion was that the primary factor above all others is practice, practice, practice.

On your flight, the worse that can happen is that the day doesn't develop as planned and you have to break it off — so what — you have learned something in the process and may have even made a good flight that you otherwise would not have done at all. A journey in which the outcome is in doubt is the very definition of adventure, so fly adventurously.

My flight on Saturday, 13 May was such an abandoned task. Nevertheless, it still turned out to be the second best FAI triangle in Canada this year earning 491 points for a 413 kilometre FAI-OLC course (Ulli Werneburg made a 527 point – 570 km FAI-OLC flight from the Gatineau Gliding Club on 5 August in his ASW-24).

* If you are interested, the Alberta Soaring Council's *ASCent* magazine, from 1991 to present, is archived on <www.soaring.ab.ca/ASCent_archive>.

** Vaughan Allan's excellent article on the extent and use of the wave systems off the Rockies is in *free flight* 2/2004. *Free flight* is also archived — go to the SAC website *free flight* page.



My primary goal recently has been to fly an actual 500 kilometres in E2, my AC4C Russia. The forecast looked good for a task to the south and east as temperature, cloudbase, and thermal strength promised to be better in that direction. A look at the table of Canadian records showed me that the current declared and free out-and-return distance records of 442.9 km (372.2 kilometres for the Russia's handicap of 1.19) in the Club class deserved attacking. (I had made those records in 2003 on a flight to Cardston airport and back from Cu Nim.)

I planned a declared turnpoint just over the US border at Sweetgrass, Montana and back for 501 kilometres (handicapped 596 kilometres); a big increase in the record if I was successful. Other advantages of this task were that I could turn short of Sweetgrass by as much as 64 kilometres and still get the free O&R record; furthermore, if the day was *really* good, I might even be able to beat the Club 200 kilometre speed-to-goal of 113.2 km/h getting to Sweetgrass even if I landed out on the way back. A good plan has options.

As it turned out, my early start down towards Claresholm was much slower than hoped with the headwind and only moderate thermals and cloudbase. Conditions were also quite blue south of Lethbridge which would slow me down even more, so when I was west of Lethbridge I turned the task into a triangle. The track is shown above, noting that it marks four legs of an OLC scoring rather

than joining the first two into the FAI triangle scoring that would give a small 9 kilometre reduction in total distance.

The flight took 6-1/2 hours. I was off on tow at 10:01 am, soon after the cu began to pop. I thought the conditions would improve soon but I rarely saw better than 3 knots average and was below 7000 (3300 agl) most of the time until I got to Claresholm at noon (only 90 kilometres from Cu Nim) and found a 5 knot climb to 8360 feet. I should mention that Cu Nim pilots don't often rate a day "good" unless the cloudbase is above 10,000 feet and the thermals consistently better than 5 knots.

West of Lethbridge 45 minutes later at 7800 feet, I decided that the task wasn't on, so I had a chat with Lethbridge Air Radio and then turned north at the airport at 1:01pm. (Lethbridge-Bassano dam-return is a Cu Nim 400 kilometre FAI triangle "standard".) The light tailwind now helped, and the run northwards to Bassano was much better with more 5 knotters, the best of the day being 7+ knots to 8800 feet between the dam on the Bow River seven kilometres to the southwest of Bassano and the town, where I turned at 2:32pm and backtracked to the dam to pick up another max boost for the home leg.

At this time of day and with the previous decent lift, I then decided to head in some general southwest direction rather than head straight back to Cu Nim for the 400 triangle. A dog-leg to the vicinity of Claresholm would add the necessary additional distance for a 500. However, it soon became apparent that the day was dying unusually early and the cloudscape was rapidly losing its cross-country lustre. Around 3 pm the cu were dissipating and the lift was quite thin by the time I was half way back on a direct course. Soon all the cu were lying to me and, going for the last bits west of Okotoks, I was down to 800 feet agl 7 kilometres short of home with low hills to cross — I had my field picked out. Drifting northwest, it took 15 minutes of careful scratching to gain a 1000 feet and feel happy enough to glide the now 9 kilometres to Cu Nim, and I landed at 4:30.

All the day was used and a good flight was completed — how can one complain about that! ■

A little ZAJ history

Herrie ten Cate, SOSA

THE LK-10A GRACING THE FRONT COVER of this issue of *free flight* is the oldest flying two-seat glider in Canada. It was built in St. Louis in 1942 in a piano factory and delivered to the US Army in 1943. The glider was used to train Army Air Force combat glider pilots — the same pilots who flew into Normandy and Sicily. CF-ZAJ was purchased surplus from the US government in 1947 by returning Canadian servicemen who formed the Queen's University Gliding Club. CF-ZAJ has been restored to the way it looked in 1948. The glider is now owned by Dave Springford and me and is presently based at SOSA.

CF-ZAJ helped close the deal with Jet Belgraver, my first wife. She's still my first wife — and what self-respecting pilot wouldn't try to marry a woman called Jet? I took her for a flight with the back canopy off in 1996 and the rest is his-

tory. Jet likes to remind me of her favourite line that I gave her ... "Do you want to check out that cloud over there?"

CF-ZAJ is an ugly duckling. The first time I saw her I thought, "why would anyone paint a glider those god-awful colours?" And besides, the glider looks like a pregnant guppy. On learning that the glider was a TG-4 WW2 trainer and the colours were USAAF training colours, I started on a fascinating and rewarding relationship with the oldest flying two-seat training glider in Canada.

I've owned the LK-10A since the early 1990s when I purchased it from Ben Lockridge — a former US Marine/Corporate Executive turned Anglican priest. By the late 90s, the glider was showing her age and needed to be recovered and restored. It was an intense, time consuming process. As anyone knows who has attempted a full restoration, there comes a point where you either quit or keep going to the bitter end. I kept going to the bitter end, spending more money than I will ever recoup, but it really was a labour of love.

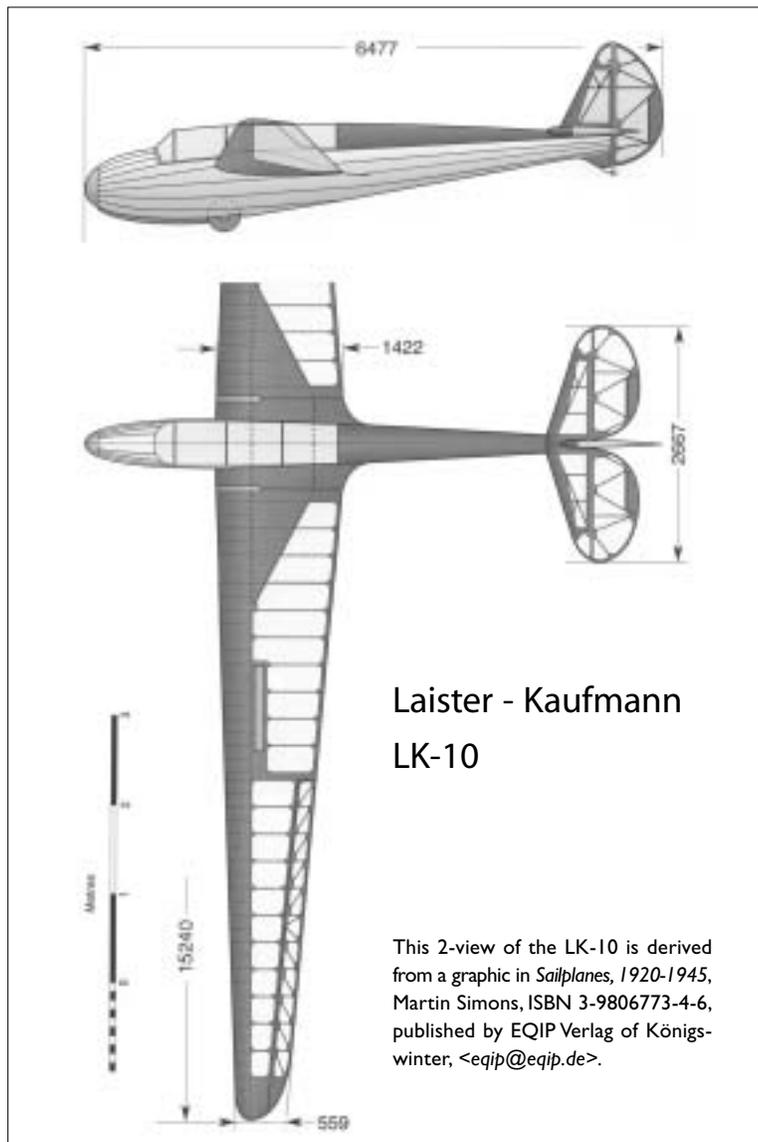
The war surplus glider was brought into Canada by the Queen's University Gliding Club in 1947. I used a 1948 photo spread and article from the Kingston *Whig Standard* to restore the glider, including the Queen's tri-colour on the tail. It also helped me add the rather large registration marks on the upper and lower wings.

Flying the LK is like stepping back in history. Every time the glider is brought out on the line, other pilots want to know the story behind the ship. It's also popular among members of the public who show up for intro flights. This past Thanksgiving weekend was fabulous in southern Ontario and I took advantage of the weather to take CF-ZAJ up for a few flights before winter set in. The LK isn't a cross-country ship anymore but there's nothing like cranking ZAJ in a tight, weak thermal and outclimbing modern glass ships ... she may be 64-years old but there's a lot of life left in the old bird yet. And as long as she keeps bringing a smile to my face, I will continue to "check out clouds" with her.

A Soaring Piece of Queen's History
from the *Queen's Alumni Review*, summer 2001

Each time pilot Herrie ten Cate's glider takes to the skies near the southern Ontario town of Rockton, Herrie feels a sense of history. Since the Laister-Kauffmann glider was built in 1942, it has gone from training WW2 pilots, to being a part of the history of the Queen's Gliding Club in the late 1940s, and today is Herrie's pride and joy.

Herrie, a 38-year-old Toronto documentary film producer, bought the two-seat tandem glider in 1995 and finished restoring it last summer. In doing so, he found himself unravelling the aircraft's Queen's history. While the glider



never made it to Europe, it (and many like it) were used to train the pilots who flew the gliders that delivered troops into combat zones during WW2.

Herrie's glider and the Queen's Gliding Club both arrived in Kingston at about the same time, shortly after the end of the war. Students whose education had been interrupted by wartime service were anxious to keep their love of gliding alive. So in 1946, Don MacClement, BA'31, LLD'37, an avid glider pilot and trainer [and a founding executive member of SAC], organized the Queen's Gliding Club. In the spring of the following year, its 75 members set out in search of gliders. They located two Laister-Kauffmann sailplanes in Syracuse, NY. The war surplus planes were among hundreds the US government was selling for \$1500 each.

Several members of the club went to Syracuse to haul the gliders back to Kingston, but the students ran into trouble along the way when a huge snowstorm stranded them south of the border. Then came a delay at the border when Customs agents claimed duty was owed. When all that was sorted out, the gliders made it to Kingston. They were flown by students for the first time on 22 March 1947, to the delight of a crowd of about 1000 people who gathered at Norman Rogers airport. MacClement was the CFI.

Herrie believes his glider moved from the Queen's Gliding Club in Kingston to Gananoque airport, 30 kilometres east, sometime in the 1950s. It was flown there until 1990, when Herrie's earlier gliding partner, Ben Lockridge, bought it. When Herrie began restoring the glider in 1998, he consulted old photos, correspondence, and period newspapers. Herrie did most of the restoration in his basement and at an airfield in Burlington, Ont. "My basement was full of glider parts, labeled and in Ziploc bags so I'd know what was what."

Restoring the glider meant stripping it right down to the airframe. All the fabric was removed, the wooden components were checked, and parts were reglued. Everything was then tested to ensure that the aircraft was airworthy. Finally, Herrie revarnished the wooden components. He used the original materials as much as possible. The glider has a steel tube fuselage, the flying surfaces are made out of birch. The main wing spar is spruce, and the glider is covered in a durable fabric, Ceconite, which withstands ultraviolet light. "They used to have Irish linen on aircraft, but it doesn't last as long as the modern synthetic fabrics", explains Herrie. "Modern gliders now are all made out of composite plastics with Kevlar or graphite and are extremely efficient high-tech flying machines." These space-age materials make a real difference in the [performance of gliders]. For Herrie's airplane, the glide ratio is 23:1; for new ones it's 60:1. "You can go on long cross-country flights in a modern plane and get a lot more bang for your buck," says Herrie. Nevertheless, he prefers his tri-colour glider. "I have a real keen sense of history, and that's what attracted me to this glider," he says.

Early Recollections of the Delivery Trip

Richard E. Jones, Queen's Arts 49

The article "A Soaring Piece of Queen's History" brought back some warm fuzzy memories of times long ago, for I was one of the original members of the Queen's Gliding Club when it was founded by Don MacClement in 1946. As a result, I had very close contact with both of the two Laister-Kauffmann gliders obtained by the club in the spring of 1947.

Not only did I play a large part in hauling both gliders from Binghamton, NY but I was the second person in the club to solo in one of them (unfortunately, my log book does not say which one). I did two flights of ten minutes dual each with Don MacClement on 19 March, 1947, and after another ten minutes dual on 20 March, I went solo for ten minutes. That was both the beginning and the end of my glider flying career, for at \$5 per tug (an old Tiger Moth) I couldn't afford it on \$120 a month granted by the British Further Education and Training Scheme, and a wife and two children to support. Not quite "eating snowballs," but close enough.

I don't know if anyone is interested in some details of the adventures in getting the gliders to Kingston, but I'll recount them anyway. This has to be from memory, for I have no diary of this time.

In late February or early March 1947, Don MacClement persuaded me and another member of the club to take a partner each and drive our cars down to Binghamton in New York State to pick up these two gliders, mounted on [very long] trailers ...

We drove down independently. For me, we got across the Thousand Islands bridge uneventfully ... the roads were clear of snow. We hit the first snowbank of the snowbelt around Lafargeville. I was a very experienced pilot, but a very inexperienced driver, and I got into a dreadful skid, overcontrolled, and hit the front of an oncoming car with my rear corner. I was thrown from the car, and saw the rear wheel of the other car pass only a foot beyond my head. Our venture came that close to a very tragic end! My car was drivable (the other was not), and after the usual accident civilities, we were on our way again. At Pulaski we hit really serious snow conditions, and, since it was dark, we went into town for a meal.

Afterwards, we headed out to the highway and, to a violent chorus of horn hoots, squeezed into a gap in a very long line of traffic following in a slow procession behind a snow blower. We found out later that the traffic in the line-up had been waiting two days for the road to be cleared – that accounted for the horn hoots.

We got to Binghamton, bedded down and collected the glider next morning for the return. The snow belt was maintaining its reputation. Backing down a slippery hill on the highway with a very light, but high and very long trailer in a howling blizzard is not my idea of fun. It was even worse for my partner, who had to get out and give me directions from behind. But we made it, got the glider to Customs at the Thousand Islands bridge, and returned safely to Kingston. Our companion team was not so fortunate, for the conditions forced them to leave the glider in a safe place in the US, and get home without mishap. The next weekend, I went down with a partner and brought the other glider up to Customs. Don allowed that I had done enough, and made arrangements for others to bring the gliders to Kingston.

I entered Queen's in the fall of 1946 in the BA program in Geology. Jean Royce kindly gave me enough credits so that I graduated with the Medal in Geology in 1949. I got a MA degree in 1954 after a year as an instructor in Geology. Then I went to McMaster as a lecturer in Geology, and stayed until 1963, when I became the ⇨ p21

Preparing for spring's first towplane flight

Ken Armstrong, Vancouver Soaring

AFTER SEVEN MONTHS OF INACTIVITY, preparing to launch myself in my motorglider prompted me to create a checklist for my bird, its equipment, and myself. This doesn't need to be a spring-only checklist of course, it can apply any time you or your towplane have been estranged for a lengthy period.

Aircraft preparations

A towplane that has been languishing in a hangar or on a tie-down for months needs more attention than a normal preflight walk-around inspection. For aircraft that burn car or marine gas, a few months of sitting around can result in significant deterioration of that fuel. I got a free dunking in a lake with an aircraft wrapped around me when an owner asked me to ferry his plane to another airport and had left gallons of old gas in the tank of this two-stroke engine. When queried before the flight he advised he had added fresh fuel for the flight — yeah, two gallons.

Whilst prepping my bird for its first flight in 2006, a wasp creeping under my canopy cover reminded me to look in the corners and crevices to ensure that a squadron of them weren't waiting to swarm me just after takeoff! While it may not be legally mandatory to conduct a full annual inspection after an intermission in flying for some months, it's wise to remove all the cover plates and look for creatures "crashing" your party. Bird droppings can damage the finish and rat residue is extremely corrosive and can create structural damage. Have a good look for chewed wires that can lead to some interesting electrical problems that might be challenging to troubleshoot.

An engine that wasn't long-term oil inhibited might have very dry cylinders with the last vestige of oil long-gone. At the risk of a live magneto that might have occurred due to

a corroded grounding wire etc, it would otherwise be wise to pull the propeller blades through numerous revolutions to ensure the oil pump is primed and perhaps get some lubricant flowing to some of those tight areas throughout the powerplant.

Starting a "dry" engine can do more damage in a few seconds than an entire season of normal wear and tear flying. An AME who specialized in engine overhauls once told me that on one type of small horizontally-opposed engine he conducted tests whereby he was able to turn off the oil flow with a selector. The engine failed in 12 seconds. Consider the effects of start-up on a dry engine.

Attention is likely needed with tire pressures, potentially corroded radio connections, battery electrolyte level, and engine air filter for contamination and deterioration. Be sure to check the fuel for contamination (all sumps) and the prop for deterioration and to ensure the bolts' torque haven't changed. This is just a partial list, but you get the idea. A good cleaning will allow you to check for cracks or corrosion, and cleaning antenna connections will help with your radio's reception and transmission range.

Remember, rubber has a useful life of about five years and components using it are more likely to fail or deteriorate with age. These items include hoses, drive belts, engine plenum seals, tires, some types of grips, and some gaskets.

Flight controls are extremely important — ensure their full freedom and correct directional movement. While you are at it, check the security of the bolts that hold them to the flying surfaces and the wings and empennage fasteners to the fuselage. Check and lubricate all facets of the tow hook release and check for signs of wear in the mechanism.

Your engine pre-flight should include an intensive look for leaks (oil, fuel, coolant, battery electrolyte, and air leaks related to cooling or a vacuum system) to determine the potential failure of a seal, plug, or battery. Often the area under the aircraft will provide some clues. I can always tell when I have a battery acid drip problem by the holes in my blue jeans ... After a long grounding, the first flight of the towplane shouldn't be lengthy

Andrzej Konarzewski





Denis Gariépy

as these aging components may well hold their fluids sitting still; however, they may fail creating significant leaks at high power settings on that first flight. Similar to any other “test flight,” that first sortie should be brief and followed by a good look under the hood after landing.

Paperwork and equipment considerations

Don't forget to ensure that the desired level of insurance coverage is in place. The towplane may have been placed under ground insurance only and the club may wish to acquire in-flight coverage. (Many cases of this have occurred in the past and it's an expensive reminder when a claim is denied.) Remember too that you need to carry mandatory liability coverage.

Check to see if your C of A has been validated by having had an annual inspection and that your full session of flying operations will be covered. Are all the ADs or other compulsory work completed? Take a look at the SBs, SLs and other information to determine whether it would be wise to comply with some of these instructions. Is there a snag list for the towplane and have discrepancies been rectified? Remember, it is *not* your AME's responsibility to ensure any mandatory mods have been completed — it's the aircraft owner/operator's duty under the CARs!

Review the list of documents you should be carrying on board. While you can take off without carrying the journey log for a local flight that will not be landing elsewhere, it might be wise to carry this log as there are likely other documents within the log that might be necessary in the event of an emergency landing elsewhere. Remember to carry the intercept signals — something that is more likely to be used nowadays with increased security levels. You should also carry the following documents: C of R, proof of insurance, C of A, an up-to-date compass correction card, first aid kit, flashlight, ID, and perhaps your pilot logbook as well. Although not every item listed is legally mandatory, most are, and the additional items are wise.

Remember the currency requirements and the fact you can't carry passengers after six months of inactivity until you have flown five takeoffs and landings. Obviously, the currency requirement is a minimum so be responsible

and wise and polish up the skill set you will need for towing operations and those surprise emergencies that can be critical to all involved. Another tool that often proves handy is a cell phone. I have often seen them put to good use on flights to gather critical information when the pilot might not be within range of VHF communications with an FSS.

Pilot/owner preparations

Attitude and currency are likely the biggest concerns here. Remember, after a lengthy ground-bound period, your flying skills may need honing. Perhaps a local flight with a high time and current pilot or instructor might be a prudent idea (though in most gliding club operations this is mandatory). One must also consider how to get the chief towpilot refreshed as well. It's amazing how we can let bad habits creep into our operations without the occasional updating/refresher flying.

While your pilot medical validation may be in your back pocket, are you actually “legal?” Are you taking any new medications that your TC medical examiner is not aware of and that may invalidate your licence? Have there been any physical or mental concerns or other degradation in your health since your medical? You are entirely responsible for reporting any changes you are aware of.

Are you psychologically ready? If, like me, you haven't flown for some time, are you really up to speed for that first aerial fling of the year? We are creatures of habit and many of our actions during flying are “automatic” in that we accomplish these tasks without much conscious thought. However, after months away from the controls, we lose a lot of that mind/body skill and flying becomes more challenging. As a result, our decision-making may be compromised and our capabilities and sensory perception overwhelmed if the engine went silent immediately after lift-off with the trees rapidly approaching up front and a glider behind.

Good ways to mentally prepare include reviewing the Pilot's Operating Handbook and checklists and, of course, a detailed annual checkout with the chief towpilot. A refresher with the local area chart, the VFR Supplement for your airport, and pertinent flight tracks/restrictions will get your brain back into the flying process. While checking the weather for your first flight of the season, be sure to check the NOTAMS as much could have changed since the plane's tires last kissed the pavement or grass.

When I was younger and stupider, I thought I was Superman and could handle any situation. However, like the rest of our aging pilot population, awareness and some wisdom has swept over this oldtimer and I know circumstances can get overwhelming. It is therefore shrewd to stack the odds in our favour as much as possible before committing flight. It doesn't require Kryptonite to bring this pilot down. In essence, the more we do in advance of that first return flight the more likely that it will go smoothly and pleasurably — and every flight afterwards.

Time out

I'd like to go on with even more suggestions, but, I've got checklists to re-memorize, publications to organize, and an airplane to prepare. May all your flights be safe and your towed glider pilots thankful. ■

safety & training

Soaring Instruction Manual updated

Instructors should be aware of important changes to the manual. Text, graphic, and layout improvements have been made throughout, and it has been split into two documents, Part A – teaching and learning theory, and Part B – the flying training curriculum.

In addition, a number of instructing items are included for the first time: low-level launch interruptions, choosing an alternative landing area, release procedures, the pre-solo exam, recovery from a wing-drop stall (incipient spin), and a new appendix on motorglider conversions are discussed in greater detail or have been added.

The analysis of low-level launch emergencies shows a high percentage of past instructing accidents arose from deliberate interruptions of a launch below about 300 feet and an expectation that the student could handle the situation and land safely. Changes to the number of low-level rope/cable breaks recognize the dangers of doing this with ab-initio students, therefore some of these student exercises have been removed from the flying curriculum. We now recommend these are demonstrated only. However, all students should be given at least two unannounced interruptions simulating a failing towplane or

winch engine before solo, and one as part of the licence test. The teaching of the emergency procedures at altitude was introduced in the previous edition, which is to recover full maneuvering speed before attempting a turn. Accident statistics show pilots repeatedly try to turn back toward the runway even when the *emergency* occurs well below 300 feet without first recovering to a safe air-speed! The problem occurs when the horizon comes into view (from a nose high attitude) and everything *looks* okay, but the speed has not yet returned to a safe value. By emphasizing speed recovery before turning, we will invoke the *Law of Primacy* when pilots learn this procedure as part of ab-initio training.

An *alternative landing area* is something that we never really think about until it is too late, and an avoidable accident happens. Again, the Law of Primacy is behind the inclusion of this when teaching flying the circuit. An alternative area should be chosen when starting the downwind leg, just in case a person, vehicle, or another glider suddenly gets in the way. Land beyond, beside or on an alternate runway. Having thought of this before the need arises, the plan is in place and it becomes a non-panic situation.

More than one pull on the release knob/handle? Why? Release mechanisms are designed for a specified number of operations between

each mandatory return to the manufacturer for maintenance. Excessive wear to mechanisms is being reported (failures of the release cable have also occurred, for example), likely due to the habit of pulling more than once at every release. So, although release failures are extremely unlikely, we now recommend one pull only, together with a call-out of “rope gone” at an aerotow release. This requires the pilot to observe the recoil of the rope. On a winch launch, pilots can easily feel that the cable has released, and watch the chute descend if unsure, hence pulling more than once can be avoided here also.

Recovery from wing-drop stalls (incipient spins) is now better described, as is avoiding excessive speed when recovering from accelerated stalls and spins. Requirements for instructor authorization and sign-off for pre-licence flights has been added, and there is a new appendix to cover conversions to motorgliders. This appendix provides guidelines for new owner pilots, and for CFIs to advise and fly with the motorglider pilot in a club 2-seat glider with appropriate airbrake characteristics to the motorglider with a wind-milling prop. It is vital to train (either dual or self-train) for launch failure recoveries low down before a pilot self-launches his or her SLS or flies with the sustainer motor operating.

The manual is now available on the SAC documents webpage.

Ian Oldaker, chairman
Flight Training & Safety committee



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ON RISK

The principal point of assessing a risk is to establish that one's skill and experience is sufficient to qualify you to take it. In other words, it is not really a risk at all. The message is that to grow, it is necessary to fly to the full limits allowed by one's skills and capabilities, but never beyond them. The limitations of one's experience can be extended by consideration of the correct way to handle imaginary situations that, to a great extent, can substitute for risking neck and glider when carrying out the real thing for the first time.

from "Calculated Risk-Taking"
by Peter Savage, ff 4/86

Are you a new CFI?

New CFIs are reminded that Transport Canada should be informed within 10 days of your appointment and SAC would like a copy (CAR 406.05). The "Association Standard for Clubs" has been amended on the SAC website.

FAT, DUMB, AND HAPPY

William Evans, MD
former flight surgeon
from the COPA *Flight Safety Bulletin*

On final the fighter was observed to be low, and the pilot radioed that he was going around. Subsequently, the jet assumed an unrecoverable nose-high attitude. The low ejection was unsuccessful.

Was this a low-time pilot transitioning to a high-performance aircraft? Negative, he had 3000 jet hours and 700 in type. The accident board found no mechanical cause for the accident. The flight surgeon ruled out physiological problems. What stress contributed to the pilot factor that caused this accident? This was a mature, highly proficient pilot. The weather was clear, there was no other traffic; the pilot had logged eight hours of sleep and even had a full breakfast. The common psychological sidewinders such as disorientation, preoccupation, sensory overload, habit interference, and distraction were called forth and discounted.

One factor emerged as the single most significant contributing cause — complacency.

In this case the harmony between man and machine had been lacerated by a most insidious factor. This *factor fatale* comes in a variety of disguises. Sometimes it poses as boredom, at others overconfidence, and at still others,

it's indistinguishable from carelessness. The usual name applied to the factor is complacency. It is a state of mind characterized by contentment. In this respect it is unlike other mental stresses; as a matter of fact, you might consider it a kind of antistress.

The origin of complacency is found in confidence, an indispensable trait for the successful pilot. All pilots have confidence levels which are determined by their past experiences, training and types of personalities. As a pilot's learning curve in a new machine begins to flatten out, decisions become easier and flying becomes more routine and automatic. Take the case of a pilot transitioning to a high performance aircraft. The stresses inherent in this transition period are a strong motivating force in acquiring the skills and knowledge necessary to master this new bird. This combination of training and experience gives rise to confidence; however, stress is no longer a factor and complacency frequently moves in to fill the void left by stress. Complacency, then, may be defined as a state of confidence plus contentment. The higher accident rate for pilots who have 1000 to 3000 flying hours as compared to the lower rate of those with less flying experience is often explained by complacency.

The earliest effects of complacency are subtle erosions of the desire to remain proficient. The preflight becomes less complete and more automatic. This pilot is less attentive to items dealing with his personal safety (like positive control checks). In addition, because of his success in mastering his environment, he becomes increasingly likely to play a flight by ear rather than plan ahead for possible contingencies. There may even be physical symptoms such as a gradual increase in weight and a general decline in physical

condition caused by lack of attentiveness to physical programs.

Like a pilot suffering from hypoxia, the complacent pilot is unaware of the gradual deterioration in his performance. He loses the ability for critical self-appraisal.

Boredom and inattention are the chief cockpit manifestations of complacency. Fat, dumb, and happy sums up the condition better than any mouthful of erudite psychological terms.

Instead of profiting from the incidents and accidents of others, the complacent pilot will say, "This can't happen to me." These cherished thoughts about one's immortality may bolster the ego, but they expose the flesh to a variety of adversities. Although complacency may be the cause of a major event like a mid-air collision or an episode of fuel exhaustion, for the most part it induces minor accidents and incidents. Taxi

Complacency may be defined as a state of confidence plus contentment. It's an insidious kind of "anti-stress".

accidents and other minor ground incidents are frequently the result of a complacent pilot's actions.

Complacency is easier to prevent than cure. It is essential to realize that some degree of complacency is inevitable in all pilots. The pilot may help to prevent complacency by developing a very high standard of perfection, not only for his flying performance but for his physical and mental condition as well.

Because of the disarming nature of complacency and because it is associated with experience and confidence, both qualities of high-time pilots, it is a frequently overlooked factor. Increased vigilance and determination on the part of pilots and supervisory personnel such as CFIs are required to prevent its effects. ■

THE INSTRUCTOR
APPRECIATION
FLIGHT

FIRST SOLO OR
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The Glider Instructor

The instructor stood at the Pearly Gate,
His face was scarred and old.
He stood before the Man of Fate
For admission to the fold.

"What have you done," St. Peter said,
To gain admission here?"
"I've been a glider instructor, Sir,
For many and many a year."

The Pearly Gates swung open wide,
St. Peter rang the bell,
"Come in and choose your harp," he said,
"You've had your share of Hell!"

Miscellany

The end of an era !

To the members of York Soaring:

I would like to inform you that last night, at a meeting of the Sustaining Membership, I tendered my resignation as President and Treasurer effective the next annual meeting (in early March).

This decision should not come as a surprise to most of you. This summer I turned 80 and after 45 years of effort on behalf of the York Soaring Association, I have come to the simple conclusion that it is time to step down and hand over the day to day administration of the club. I will continue to offer my advice and support as a Sustaining Member.

I have to admit that this decision comes with some mixed emotions. It is very difficult for me to hand over the reigns of an organization that I started with certain goals in mind and to which I have dedi-

cated the bulk of my life for the last 45 years. Yet at the same time the day-to-day burden of administrating the club has become increasingly difficult for me. I will be very glad to get the opportunity to regain control of my personal time, not only for my own sake, but for that of my wife, who has been very helpful and tolerant, knowing that the time I gave to York was also the time I took away from her.

I would like to take this opportunity to thank all the many members and former members who helped me over so many years to create, build and maintain my dream. I hope that the various programs we established will be carried forward not only for the benefit of York, but also for the benefit of the younger generation.

Thanking you again,

Walter F. Chmela

Towpilot comment on towing instructions

Re: Communication from the front (of the rope) regarding messages on tow tickets:

We've had yet another season of ad hoc bleatings from our underprivileged brethren (and sistern) at the rear; generally regarding altitudes and upwinds, snap rolls on tow, and other personal fears and fetishes.

Since these people serve only to add drag to an otherwise smooth and elegant flight, most towpilots are inclined (quite rightly) to ignore their scribbblings. This being the case, I recommend that the flock use a standard message format. The following is simple enough for the Great Unwashed to learn by heart, it properly recognizes the relationship between the Puller and the Pullee, and it relieves the soaring serfdom of that burden of composition which so clearly strains their overtaxed and limited imaginations. It is:

*Lead us into good Lift
And deliver us from Sink
For Thine is the Ticket,
The Power, and the Towrope,
Forever. Amen.*

Ian Colquhoun

from Cu Nim "Barograph Traces", 1985

Shaddup !!

A short note by a past Australian Gliding Federation Radio Chairman draws attention to a little-known hazard of too much idle chatter on glider radios. He points out that chronic radio talkers not only distract other pilots but also cause the unnecessary and premature flattening of the batteries of every glider within radio range. This is because the current draw on most radios is greater by 200-600% when receiving a transmission compared to its squelched state.

A few years ago, Gren Seibels in *SOARING* magazine suggested observing a few simple disciplines to turn the noise pollution on 123.4 MHz into golden silence:

- If the message isn't important, don't broadcast it.
- Work out what you are going to say *before* keying the mike.
- Speak distinctly to avoid interminable "say again" responses.
- Teach crew proper radio usage, and instruct them never to initiate transmissions unless they are overturned and the flames are spreading.
- Do not squelch your receiver so hard that you can't hear other transmissions which you may unwittingly interrupt when you key your own mike.
- During contests and on those booming weekends, pretend we're Trappist monks with glider ratings.

As Andy Capp would put it, "Shaddup!"

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Highlights and summary of the OLC 2006 Season

Wilf Krueger was in 11th place overall in the OLC Classic for N. America. Doug Haluza, the overall winner of the OLC Classic N. America, achieved 5426 points with all flights originating at Ridge Soaring, Pennsylvania.

OLC North America / International – Top scoring pilots

OLC – Classic			
<i>all*</i>		<i>pure gliders</i>	
4470	Wilf Krueger	3642	Jerzy Szemplinski
4146	Hans Binder	3553	Tim Wood
3642	Jerzy Szemplinski	3087	Dave Springford

FAI – OLC			
<i>all*</i>		<i>pure gliders</i>	
2908	Wilf Krueger	2479	Dave Springford
2479	Dave Springford	2139	Tim Wood
2184	Vaughan Allan	2078	Joerg Stieber

OLC Canada – Top scoring pilots

OLC – Classic				FAI – OLC			
<i>all*</i>		<i>pure gliders</i>		<i>all*</i>		<i>pure gliders</i>	
4146	Hans Binder	3553	Tim Wood	2184	V. Allan	2139	Tim Wood
3553	Tim Wood	2571	Bob Lepp	2139	Tim Wood	1996	J. Stieber
3413	A. Spurgeon	2506	U. Werneburg	1996	J. Stieber	1887	D. Springford
Juniors <i>all*</i>		Novices <i>all*</i>		Seniors <i>all*</i> <i>pure gliders</i>			
1631	J. Allardyce	1706	R. Jones	4146	H. Binder	3553	Tim Wood
1584	C. Razl	1631	J. Allardyce	3553	Tim Wood	2344	J. Gegenbauer
1421	M. Boulton	1584	C. Razl	2999	Ian Spence	2218	J. Bisscheroux

Best single flight, OLC – Classic			
<i>all*</i>		<i>pure gliders</i>	
948 pts	1193 km	Wilf Krueger	936 pts 1012 km J. Szemplinski
936 pts	1012 km	J. Szemplinski	694 pts 801 km Walter Weir
694 pts	801 km	Walter Weir	649 pts 704 km Joerg Stieber

Best single flight, OLC – Classic			
<i>all*</i>		<i>pure gliders</i>	
750 pts	900 km	Hans Binder	648 pts 753 km Tim Wood
648 pts	753 km	Tim Wood	639 pts 739 km Trevor Florence
639 pts	739 km	T. Florence	569 pts 636 km Joe Gegenbauer

Best single flight, FAI – OLC			
<i>all*</i>		<i>pure gliders</i>	
532 pts	638 km	W. Krueger	527 pts 570 km U. Werneburg
527 pts	570 km	U. Werneburg	495 pts 545 km L. Springford
495 pts	545 km	L. Springford	491 pts 413 km Tony Burton

Best single flight, FAI – OLC			
<i>all*</i>			
527 pts	570 km	Ulli Werneburg	<i>Note:</i>
491 pts	413 km	Tony Burton	<i>no motorgliders</i>
472 pts	538 km	Tim Wood	<i>in this category</i>

* Includes self-launching gliders, sustainers, and pure gliders

The OLC for 2007 is new and more user-friendly

With the start of the new competition year, a new generation 2.0 of the software has been released! This can be accessed by going to your usual link and selecting the 2007 button or independently by:

<http://www3.onlinecontest.org/olc-2.0/gliding/olcscore.html?country=CA>

The architecture of the software and the user interface have been completely changed in this new generation of the OLC program. Apparently the change-over to a modern system was necessary, because the old program could not keep up with the explosive growth of the OLC.

The new OLC generation 2.0 has been redesigned to be more user friendly. As the database has also been redesigned, it was essential to start the year using the new software. Experience to date, for those submitting flights, is that there are a number of bugs yet to be ironed out. Some flights have been submitted with no problems. Others, unaccountably, have a zero score.

Hopefully our friends in the Southern hemisphere will help identify and sort these out while we in the North take a break from flying.

As of November 2006 there were many facilities not yet completed, however the essential submission logic is available. Deadlines for flight claims with technical difficulties will be waived, as long as the problem is reported to admin@onlinecontest.org before the midnight Tuesday deadline. The submission deadline is now 2400 local time on Tuesday, instead of 2400Z, to give Western Hemisphere pilots more time to submit their claims.

Also remember that you will need to update your pilot registration information for 2007 before you make your first claim. You will need your password to log in – if you forgot it, the system can e-mail it to you. The farthest right button on the menu bar (currently titled 'Anmeldung') will provide access to the registration function. Please check your registered e-mail address to make sure it is correct. Make sure you chose the correct club affiliation, so you can participate in the IGC-OLC World League 2007 too. While you are at it, help sign up a friend as well!

If you use flight analysis software to make automatic claims, note that you will need to install a patch to make claims to the OLC 2007. Check your software vendor's website for the OLC update. Make sure you download

and use the most up-to-date analysis software version. Check with your flight recorder vendor to make sure you have the latest revision of the internal firmware and download software to avoid unnecessary problems.

Both *Strepla* and *SeeYou* claim to now support the new format. Submitting flights directly through the OLC website is now much easier and this is a much better option than it used to be. The menu that starts this process allows either the IGC file or a file prepared by *Strepla* or *SeeYou* to be used. All that's needed is your name and birth date (which acts like a password) and the name and whereabouts of the IGC file (your spelling must be more accurate than in the software!)

Please use the SAC Roundtable to post comments and experiences for others to benefit from – a thread has been running there since October. The OLC is still the world's largest decentralized soaring contest, and continues to grow, thanks to your support. Please help make it even bigger and better in 2007!

Tony Firmin
OLC-Canada administrator

Note: There was no space to print the various Regional OLC results in this issue. Complete OLC results for 2006 will be posted on the SAC web site on the Documents page. ■

The Spectacle of Flight
Aviation and the Western Imagination
1920-1950

by Robert Wohl,
 Yale University Press, 2005

Jim McCollum asked if I would review a new book on the history of aviation. Having done my last aviation book review (*Jonathan Livingston Seagull*) in Grade 8 for Mrs. Tomkinson, I accepted the challenge...

Most aviation books focus on three themes: a technical/analytical aspect of why a particular aircraft or type of aircraft became a crowning technical achievement for the day, the wondrous achievements of a pilot or group of pilots, and the "Zen" of flying and how it allows man to transcend the ordinary world.

Mr. Wohl takes a fourth, less travelled road by focusing on the *cultural* history of aviation and how it has been used by assorted institutions to impact society, and how aviation has in turn affected those institutions and society.

It shows us how intertwined into our daily lives aviation has become since the dawn of the 20th century. It is a fascinating insight into its impact on society through a period where it was viewed as magical, to where it is now taken for granted. A liberal use of period

posters and photographs, along with personal insights from key figures in aviation history, give a "you are there" feel to the text. The book is organized into six chapters:

- The public fascination with trying to cross the Atlantic, why this feat changed the face of aviation, and how Charles Lindbergh helped expand the role and impact of aviation in the post WW I world.
- Benito Mussolini's desire to link aviation as an integral part of pre-WW II fascist Italy, and examining the impact of this aviation-based nationalism on things such as Italian architecture of the 1920s and '30s.
- The common development shared by the movie and aviation industry, starting in the 1920s. Both were technologically "young" and influenced each other during their respective years of formative growth.
- The adventures of the French *Aeropostale* service in Africa and South America. The poetic artistry of Antoine de Saint-Exupéry and the achievements of Jean Mermoz are catalysts that embed the culture of aviation into French society of the 1920s and '30s.
- The first use of widespread aerial bombing in Spain (specifically Guernica) by the Germans during the Spanish civil war is shown as a turning point in aviation.
- A look at aviation culture as a necessary part of truly living and experiencing life in

our modern world – that we fly because we must, not just because we can...

If you are a technical aviation junkie, this book is not for you. However, if you have always wondered what drives people to become so fascinated and captivated by aviation, this book will fill that void. *The Spectacle of Flight* is a wonderful read and might help quantify some of your own perspectives of just how much aviation has contributed to and become part of the western imagination.

Roger Hildesheim (AT)



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Seasons Greetings – here's to 2007

It came in the mail

There wasn't any fanfare, no courier smiling as he handed it to me. It was a plain envelope, the kind you get from the government. Oh, I was expecting it; they had said it could take six weeks, call it if it was longer than ninety days. But I was a little nervous ... had I been caught in the anticipated changes? ... would I have to resubmit new paperwork and start the wait over again? You are never sure when you see those government envelopes. You know they aren't all "Ralph bucks" (if you live in Alberta) or those mysterious GST cheques that sometimes appear because some form had a check box on it. I mean we just sign at the bottom most of the time, who really reads them or knows what they mean or how they will affect our life? Most of the time you get these envelopes because you have to correct some mistake that you have made, or fill in some information you missed.

Now I've got it and I carry it with me everywhere I go. No one ever asks to see it and I have to tell people I've got it – I guess it's not that obvious. Most of the time I don't believe I've got it. It tells people that I know what I'm doing, but I still feel like I'm just at the beginning of my journey.

This last year has been an incredible adventure shared with new friends and wonderful teachers. I have always wanted to take this trip. You set a goal and then it seems you take those little steps followed by more little steps and then the top of the mountain comes into sight. You can still fail, you need resolve to keep from quitting or being distracted from your goal. You need to look to your mentors and teachers for advice and encouragement. I tell everyone that you can't afford these teachers; they are the best because they pass on their knowledge and skills to those who might be able to enjoy it as much as they do. Fortunately they give freely of their time; I just couldn't afford to pay for all those hours.

Oh, I've had a dream to rise above others for many years ... to reach for the sky. Then life gets in the way of living your dreams, of reaching your goals. Now the kids are grown and those pesky projects are under control for the moment. It's time for me; it's time to chase those dreams. It all started with a drive into the country on a warm and sunny day. Ah, those wide open spaces we all need. The clouds dancing across the skies above, beckoning to the birds to come and play. One trip turned into many. Weekends spent in the fresh air, to unwind and let your spirit soar — the stresses of everyday melting away. Sometimes I would spend a week or more at a time, every day ⇒ next page

a little ZAJ history

from page 13

Registrar at RMC. At McMaster, I ran into Don MacClement again, for, in addition to being a professor of Biology, he was a Squadron Leader in charge of the University Air Squadron. He talked me into joining the RCAF Reserve and resuming my Flight Lieutenant rank to become his Training Officer.

A final note. About two years ago, when passing through the boarding room at the Kingston Norman Rogers airport, amongst a display of paintings of aircraft having a connection with Kingston, I was delightfully surprised to see a painting of the Laister-Kauffmann glider by Ray Lawton. I tracked the artist down, and he sold me the painting which is now in my study. He had seen the aircraft flying at Kingston airport in the days of the Queen's Gliding Club, and, who knows, may have observed a flight of my brief career as a glider pilot!

I can only congratulate Herrie ten Cate on his beautiful restoration of CF-ZAJ and wish him many happy hours of chasing thermals and thrills of feeling lift. In my short solo flight, I had very brief lift off [upslope lift] along the shore. It is an incredible exhilaration. ■

FAI badges

Walter Weir

3 Sumac Court, Burketon, RR2, Blackstock, ON L0B 1B0
(905) 263-4374, <waltweir@ca.inter.net>

The following badge legs were recorded in the Canadian Soaring Register during the period 11 September to 10 November, 2006.

750 KM BADGE

2 Jerzy Szemplinski SOSA 760 SZD-55 Mifflin, PA

GOLD BADGE

318 Walter Mueller Grande Prairie

SILVER BADGE

1002 Tomas Rezek York 1005 Paul Fish SOSA
1003 Pierre Gagnon Quebec 1006 Pierre Cypihot Champlain
1004 Thomas Moss Quebec

GOLD ALTITUDE (3000 m height gain)

Walter Mueller Grande Prairie 3770 Open Cirrus Cowley, AB

SILVER DISTANCE (50 km flight)

Tomas Rezek SOSA 56.5 SZD-55 Rockton, ON
Pierre Gagnon Quebec 52.7 Std Cirrus St. Raymond, QC
Thomas Moss Quebec 52.7 Grob 102 St. Raymond QC
Pierre Cypihot Champlain 60.2 Diamant St. Dominique, QC

SILVER ALTITUDE (1000 m height gain)

Tomas Rezek SOSA 1199 SZD-55 Rockton, ON
Charles McNair York 1620 1-34 Arthur E, ON
Sorin Niculescu York 2000 1-23 Arthur E, ON
Pierre Gagnon Quebec 1580 Std Cirrus St. Raymond, QC

SILVER DURATION (5 hour flight)

Tomas Rezek SOSA 5:13 SZD-55 Rockton, ON
Charles McNair York 5:16 1-34 Arthur E, ON
Sorin Niculescu York 5:10 1-23 Arthur E, ON
Pierre Gagnon Quebec 5:49 Std Cirrus St. Raymond, QC
Thomas Moss Quebec 5:04 Grob 102 St. Raymond, QC
Paul Fish SOSA 5:04 Discus Rockton, ON

C BADGE (1 hour flight)

2848 Tomas Rezek SOSA 5:13 SZD-55 Rockton, ON
2849 Sorin Niculescu York 5:10 1-23 Arthur E, ON
2850 Martin Sanderse York 1:25 1-26 Arthur E, ON
2851 Jerzy Szemplinski SOSA see 750 km Diploma

Notes: Pierre Gagnon did his entire Silver badge in one flight, and Walter Mueller completed his Gold badge at age 86. There will be more about Walter's wonderful accomplishment in the next issue.

it came in the mail

from page 21

getting "closer to God". I found that those weeks were the most productive, how could they not be when you don't have the time to forget before you get right back up and at it again?

... Winter is the worst time of the year. Stuck indoors with nothing to do but read, look at pictures and dream. I need more information! The internet helps but I still suffer terrible withdrawal. Going to ground school on midwinter weekends helps. Every class brings a test in my life and I might as well get it over with. The winter wait continues...

Spring time and my spirit soars. Over and over I bask in the warmth of the sun. More, more, more — take me higher and hold me in your powerful warmth! Suddenly I am all alone. I now remember calling out for help when life was most stressful and having those gentle, calming voices always behind me. Encouraging me, skillfully bringing me back from the edge. Being alone is a test and if you pass you become a changed person, privileged I think.

Oh, yes, it came in the mail in a plain envelope. It's almost a robin's egg blue in colour. I felt like a young bird emerging from its egg, destined to fly as I opened that envelope and saw those words that I would now carry with me everywhere I go — "GLIDER PILOT".

Gary Hill, ESC

SAC records

Roger Hildesheim

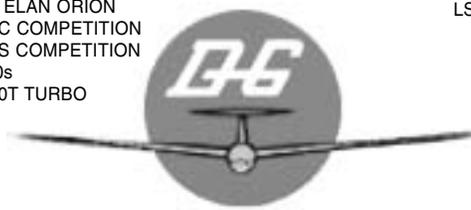
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(613) 838-4470, <Lucile@istar.ca>

The following record claim has been received & approved:

Pilot **Anthony Kawzowicz (John Brennan)**
Date/Place 15 June 2006, Rockton, ON
Record type 300km Speed Triangle, Multiplace, Territorial
FAI Category 3.1.4h
Sailplane DG-505 Orion, C-FGLP
Speed 87.1 km/h
Task Rockton, Mt. Forest, Aylmer, return
Previous Record Dave Marsden (Ed Dumas), 69.9 km/h, 1975

Pilot **Dave Springfield**
Date/Place 31 July 2006, Uvalde, TX
Record type 300 km Speed Triangle, Club, Citizen
FAI Category 3.1.4h
Sailplane LS-8, C-GIEZ
Speed 108 km/h (118 km/h unhandicapped)
Task Start N29°17.500'; W99°44.100'
TP#1 N28°51.431'; W100°30.738'
TP#2 N28°14.898'; W99°48.393' and return
Previous Record Spencer Robinson, 98 km/h, 2006

DG-505 ELAN ORION	LS4B AMS
DG-808C COMPETITION	LS8-s
DG-808S COMPETITION	LS8-st
DG-1000s	LS10
DG-1000T TURBO	



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a great September flight

from page 9

Point and then straight to Brantford. The only obstacle on our way home was a 40 kilometre blue hole without thermals. We climbed as high as we could to 5600 and glided down to 2500 were we reached the clouds at Brantford and another good thermal to 6000. At that point we could have gone home from Brantford, as it was already 5:20 pm, but instead decided to follow a beautiful cloudstreet towards Stratford. Following it, we were able to maintain 4-6000 feet. Close to Stratford the street got weak so we turned back towards Ancaster, from where we caught a final glide home.

After a 6:12 hour flight, I was back home. Although I had good visibility the whole day, it dramatically changed when I landed against the late fall sun — I could hardly make out the trees at the end of our east/west runway. Made me feel like I got to use up every last minute available up in the sky. What a day it was!

Some stats: Distance: OLC 550 km (total flown, 650 km)
Speed: OLC 95 km/h
Speed based on distance flown: 105 km/h
Total time circling: 22%,
Average climb rate: 400 ft/min
Wind at 4000 feet: 290° at 15 knots
Total running time engine: 4 minutes

Trading Post

Personal ads are free to SAC members (give me your club). \$10 per insertion for non-members. Send ad to editor. Ad will run 3 times unless you renew. **Tell me when item has been sold.** Subject to editing for length (usually 6 lines max).

single seat

1-26C, C-FZDF, 1957, 1900h, current annual to May 14/06. Open trailer. Asking US\$10,000. For further info contact Orlan Dowdeswell, (306) 789-3302 or <odowdeswell@accesscomm.ca>. At Regina.

PW-5, C-GLDY, well cared for PW 5 in excellent cond. \$35,000 with good Avionics trailer, \$26,000 without trailer, obo. Evelyne, <evcr@telus.net>, (250) 342-9602. Pictures and more info at <http://web.mac.com/ewsflys/iWeb/PW5/PW5_Intro.html>.

Jantar, C-GDPJ, 1978, encl. trailer, 508h, current annual to May 06. Asking US\$20,000. Further info contact Orlan Dowdeswell at (306) 789-3302 or <odowdeswell@accesscomm.ca>. At Regina.

Jantar, C-GVTZ, 2419h, refinished in 1995. PIK encl. trailer. \$16,000. Ray Ochitwa, Vancouver, <nowhere@telus.net>.

SZD-36 Cobra, C-GQWQ, 1977, 897h. No damage. L/D 38/1, A-1 condition, kept in hangar. Modified

PIK-20 fiberglass trailer. Located in Toronto. Asking \$15,000. Charles Kocsis <karoly_cobra@yahoo.com> (416) 908-5638.

PIK20D, 1977, 1285h. Factory trailer, water, O2, Terra 760D, chute. This model has both flaps & spoilers. \$25,000. Brian (604) 467-0020 or <pikfly@shaw.ca>.

SZD-55-1, C-GSZD, 1100h. No damage. Full contest panel: LX4000, Masak Lift Director, Colibri FR, ATR 760 transceiver. Mint cond, gel coat perfect. A complete turn-key soaring package incl clamshell trailer and ground handling gear. New price \$62,000. Go to <<http://tinyurl.com/knftth>> or <doug.bremner@sympatico.ca>.

ASW-20A, C-GTRM, 1981 Komet trailer. Offers. (604) 657-7241, <horst_pilz@telus.net>.

Genesis 2, 1998, 331h, 100% race ready. Excl. cond., CAI302, 303, SageCV, WinPilot, ATR720C, trailer, chute. US\$45,000. Dave Mercer, <djmercer@telus.net>, (780) 987-6201, Alberta.

Nimbus 2B, C-GAJM, 1977, #25, 1120h, 20.3m, 49:1. Flaps, tail chute, 110L water ballast, Filser LXFAL flight computer/GPS/final glide calc, chute, trailer, and all glider covers. An absolutely beautiful flying machine, and proven competitor. Based at York. \$37,500. Peter Luxemburger <iluv2soar@yahoo.ca>.

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G109B, 2-place touring motorglider, 1985, original owner, 675 TTAF, 530 TTE. Photos and specs at <www.tinyurl.com/jct94> Contact Jim at (905) 793-3477 or <jim1@rogers.com>.

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