

# Free Flight

official publication of  
THE SOARING ASSOCIATION OF CANADA

APR/MAY '73

GP

FROM THE NEW PRESIDENT

I believe that the A.G.M. at Kingston was one of our most successful meetings, certainly the attendance was the best I remember, with many clubs being represented. The Rideau Club deserves our thanks for arranging the meeting.

A Directors' meeting was held on the Sunday following the A.G.M. & I was honoured to be elected as President. This will be my fourteenth year as a director (a record) and a fourth term as President, an office I last held in 1964. I therefore believe that I am reasonably familiar with the workings of S.A.C. (and of our failings) to be able to carry out the duties of this office.

A common criticism of S.A.C. is that it is too remote from the general membership. It is the intention of your directors to attempt to remedy this situation. With the increasing demands on air space (and other tendencies to over legislate), it is essential that we have a single very loud voice to represent all Canadian gliding; this requires a strong S.A.C. truly representing the clubs. This, in turn, implies a speedy working line of communication with the clubs. In order to implement better club liaison, a motion from the Montreal Soaring Council was carried at the A.G.M., as follows:-

"The new directors of S.A.C. shall prepare a reorganization plan for submission to the membership by 1st August, 1973. This plan shall be devised to ensure that a greater emphasis is placed on the fact that we are an organization of clubs." (End of motion). "It is recommended that the voting structure should be changed such that clubs who do not insist on all their flying grade members being S.A.C. affiliated members, do not receive the extra club votes. (Ref. to the club S.A.C. membership lists as of 31 Dec. 1972 indicates some clubs with zero members holding 20 votes - surely unreasonable). Consideration shall be given to requiring each S.A.C. member club to submit the name of an appointed S.A.C. representative who shall serve as the S.A.C. contact man in each club. It is also suggested that as a measure of encouraging clubs to participate more actively in S.A.C. affairs, and at the same time prevent the S.A.C. treasury from building up without any real plans for use of such funds, a system of payment of rebates

"to clubs should be established. It is tentatively suggested that the S.A.C. should limit its excess of income over expenses to 10% and any excess be divided between the full member clubs (as annual rebates) in direct proportion to their S.A.C. affiliated membership."

Every one of you is invited to send suggestions on this or any other subject to me at any time.

One of the first tasks the directors have accepted is to get all of our committees clearly defined, and to publish their terms of reference. I see these committees as the permanent civil service arm of the S.A.C.; and this is where the routine work should be done. We need more or less permanently established small groups who can work together and develop the expertise in a specific field and not be subject to change from year to year. I hope that by publishing detailed job descriptions for all the committees, we may be able to find more volunteers willing to help share the load; it will certainly make it easier when jobs change hands.

As usual we have evaluated the decision to have "Soaring" magazine as a part of our membership. It has been decided that this will continue until such time as "Free Flight" can be upgraded to become a glossy type magazine comparable to "Soaring", "Sailplane & Gliding", "Australian Gliding", "N.Z. Gliding Kiwi", et al. The future is in your hands, as you are the potential contributors. Sylvia Webb has done a first rate job in editing the magazine, but she cannot be expected to dream up all the content - that's up to you.

An important decision reached at the A.G.M. was to go ahead with the Insurance Scheme outlined in Jan/Feb.73 "Free Flight". This may easily turn out to be the best unifying thing that has ever happened to S.A.C. A word of caution is in order. Available accidents and claims data are far from complete and the initial premium fee quoted may therefore be too optimistic; the first year or two for the scheme will be crucial to continued success. We must show firm self discipline to keep our operation safe. There will be accidents, but we can and must ensure that there are no stupid accidents that could easily have been prevented. Those clubs, and individuals, operating with high standards of safety must not tolerate lower standards elsewhere. We cannot afford a schoolboyish no tale telling honour code in this matter - all accidents, incidents, and unsafe practices must be reported - and fast. We do not want, and neither can we afford, unsafe clubs or individuals in our insurance scheme.

In this latter respect I personally believe that S.A.C. can do more to assist clubs in attaining high standards. I would like to see our "Recommended Practice Bulletins" revived, revised, and expanded to become a sensible set of sound operating guide lines. These could be of great value to new clubs starting out where, all too often, bitter experiences are learned the hard way.

Even in Montreal we have (had?) an early spring and we hope that the weather in 73 will make it a year to remember and give us plenty to talk about at next year's A.G.M. in Toronto.

Best wishes to all of you.

Terry Beasley

S.A.C. ANNUAL MEETING

Bob Gairns.

The Annual General Meeting of the Soaring Association of Canada took place on the 24th March in Kingston, the 28th such meeting.

About 72 persons were in attendance at the start of the meeting. 1972 S.A.C. directors present were D.J. Marsden (Edmonton), W.J. Piercy (Rideau), J. Tinkler (Winnipeg), K. Godfrey (Vancouver), D. Winger (SOSA). 1973 directors present (elected by mail vote) were B. Hea (Cu-Nim) and T.R. Beasley (M.S.C.).

Our American friends, Paul and Ginny Schweizer and Tony Doherty of Schweizer Aircraft, were present as usual.

The Air Cadet League was very well represented, with Colonels Windover and Davies, Major Moore, Major Hank Bruhlman (S.A.C. Liaison) Mr. J. Montle of the Ontario Provincial Committee, Mr. A. Rocknicki, and Sergeant B. Brisson of Québec. Mr. A. MacDonald, Manager of the Air Cadet League of Canada, was present for the afternoon session.

Mr. A.R. Novakowski from Ottawa represented the M.O.T.

Before the start of business, at President D. Marsden's request, two minutes silence was observed to honour the late Wolf Mix.

Voting Rights:

The votes allocated to each club were displayed and approved. In addition, a new club, Huronia, had been formed to operate in the Georgian Bay area. It was agreed that the club would be allowed to vote at this meeting.

P. Trounce (SOSA) thought that the extra 20 votes per club gave unfair representation to small clubs, particularly as some clubs do not require 100 per cent S.A.C. membership. He proposed that these 20 votes be deleted, starting with this meeting.

W. Piercy said the By-Laws would not allow a change in number of votes per club at this meeting.

T. Beasley pointed out that his motion which asked for reorganisation by the S.A.C. directors along similar lines would, if passed, change the By-Laws.

A. Le Cheminant (Gatineau) said that a club must have at least five members to be accepted into S.A.C. He thought there should be a reduction, possibly from 20 to 10, for the club vote.



### Voting Rights at AGM (cont.)

On a show of hands, 18 were in favour of removing the basic 20 votes per club, 2 were in favour of reducing the basic vote to 10, and 20 were in favour of retaining the present system.

PRESIDENT'S REPORT: D. Marsden said the Airspace Committee had made progress. The chairman of this committee, D. Tustin, was an Air Traffic Controller, and knew the M.O.T. background. D. Mamini had negotiated with the Regional office in Edmonton to obtain approval for a wave flying area over the Livingstone Range for a trial period of three months.

On Self Launching Sailplanes, T.R. Beasley had put forward excellent proposals, and these had been accepted in principle by M.O.T. It was hoped to have rules for S.L.S. based on our proposals, published by the Ministry shortly.

INSURANCE: H. Yardy (C.O.S.A.) had been very busy drawing up a proposal for all clubs.

WORLD COMPETITION SEEDING RULES: New rules would be put forward for ratification during the afternoon session.

FINANCIAL REPORT: T. Tucker (Gatineau) mentioned that there had been a grant of \$9,236 from the Council for Fitness and Amateur Sport for the 1972 World Contest. A letter of appeal to companies had brought in \$1,160, and the raffle scheme had brought in a similar amount. Cash on hand was \$24,000, some of which was invested. The amount in the World Contest Fund was uncertain until payments had been completed for the 1972 team. Full payment was held up until settlement of W. Mix's estate.

STATISTICS: R. Gairns (M.S.C.) said only 22 replies had been received from the 43 clubs, compared to 28 replies from 37 clubs in 1971.

It was worth noting that of the 8,640 private aircraft miles made by members of the Cu-Nim club, 6,500 of these were recorded by André Dumestre, who flew 5,000 miles in the U.S. Standard and Open Class Nationals, and a further 1,500 miles in Canada.

Lahr G.C., winner of the Roden Trophy in 1971, had not sent in a return, so this trophy for most efficient use of club aircraft was decided from the returns received. The top ten clubs were:

1.	M.S.C.	380.2 points	6.	York	219.5 pts.
2.	SOSA	337.3 "	7.	Algoma	214.0 "
3.	Québec	335.3 "	7.	Vancouver	214.0 "
4.	Winnipeg	257.1 "	9.	Appalachian	200.3 "
5.	Gatineau	249.3 "	10.	Air Cadet	191.25 "
				League(Ontario)	

F.A.I. AWARDS: C. Yeates said he was glad to report that a number of young pilots were earning badges: P. Lamla of Vancouver had just earned a Diamond badge. F.A.I. awards claims for 1973 would be handled by Ken Round of Ottawa.

AIR CADET LIAISON: H. Bruhlman stated that total Air Cadet League flights, including 4,000 at Lahr, amounted to 22,876.

SAFETY: 'Chem' Le Cheminant had sent letters to 43 clubs asking for accident reports, and had received replies from 25.

S.A.C. HISTORY: The Historian, 'Chem' Le Cheminant, had not made many additions during the year. He was thinking of publishing a history of Canadian Gliding in book form, and needed information on book publishing.

TECHNICAL COMMITTEE: T. Beasley reported that since January 1973, the Kestrel 19M and the ASW-12 had received full Canadian Type Certificates. The committee now had full data on the Zugvogel, one of which is to be, or has been, imported. He stressed that a person buying a new type of glider should insist on receiving the necessary technical data from the manufacturer to enable the aircraft to get a Canadian Type Certificate. Some owners expected a Permit to Fly to be renewable from year to year, whereas in fact, the permit had been issued to allow test data to be acquired so that a claim could be made for a Canadian Type Certificate.

W. Budachs (Erin) said the technical committee should impress on a sailplane importer that the aircraft being imported should be of a type which was eligible for type approval.

An Air Cadet League member from Trenton said that Toronto Regional M.O.T. had stated that altimeters must be calibrated in feet and airspeeds in knots or m.p.h. T. Beasley agreed it was sensible to have altimeters read in feet, but failed to see the reason for insistence on m.p.h. or knots for the A.S.I.

SELF LAUNCHING SAILPLANES: T. Beasley had been advised that proposals for new regulations to cover S.L.S. were circulating within M.O.T., but the department had not said whether the proposals had been based on S.A.C. recommendations. He would follow up on this.

Dr. Seufert (Appalachian) wanted better information than that given by the manufacturers on the Motorfalke and RF-5. D. Marsden said that good test data was available in Europe, from the British Gliding Association and from other flight test groups.

METEOROLOGY REPORT: Dr. Froeschl of the Met. Service had no formal report, but said that there was a credibility gap between the glider pilot and the weather man. It should be remembered: (a) that forecasters don't make weather, and (b), forecasting is better than guessing.

MET. REPORT (Cont.)

The main problem was that many people think forecasting is not helpful because in some cases the actuality did not bear out the forecast, but pilots should remember the times the forecaster was right. It was very desirable to make personal contact with a local Met. Office. A glider site needs "a particular kind of information". This extra information could be obtained by means of personal relations with a local Met. man. Dr. Froeschl emphasised that the Met. department is cooperative.

S.A.C. should approach the Head of the Meteorological Service, Mr. Noble, with a statement that meteorological assistance for the Canadian Team at a World Contest was very desirable, and state that most countries have their personal Met. man attached to their team.

W. Budachs said he had worked on the tephigram to make it easier for glider pilots to use, with temperatures in degrees F and height in feet. He can supply copies of the revised charts.

E. Balint (C.O.S.A.) reported he had had excellent help in obtaining wave flight reports for flying at Pincher Creek.

C. Yeates said that if one learnt enough to ask the right questions of the Met. service, one would always get the right answer.

RADIO COMMITTEE: N. Pattenson (Gatineau) said E.L.T.'s would not be required for gliders or motorgliders. In reply to a question on whether 25 K.C. channel spacing, as proposed for the U.S.A., would render present radios obsolete, he said that transmitting with present radios would not affect 25 K.C. spaced channels, provided the frequency tolerance of present crystals were within limits.

J. Firth commented that present equipment was no problem for 50 K.C. channel spacing, 25 K.C. channel spacing was some way away.

CONTEST COMMITTEE: E. Balint asked that S.A.C. propose to F.A.I. that motorgliders be included in World Contests.

AIRSPACE COMMITTEE: An Air Cadet League representative from Ontario noted that in England, the London Gliding Club had had use of its hill soaring site taken away by the British Ministry of Aviation, but after heavy representation had been able to get it back. He suggested that the S.A.C. Airspace Committee should be looking into the Southern Ontario flying area and should approach M.O.T. on the use of this airspace. There was much applause for this suggestion.

T. Beasley said the F.A.I. is looking into the rights of aviation on an international basis.

AFTERNOON SESSION:

A proposal had been made to make Walter Piercy an honorary life member of S.A.C. for his continued work for the Association. W. Piercy had served as president for several terms and had achieved a great deal with regard to instructors' schools and in bringing forward the instructors' manual. There was unanimous approval for the proposal.

In reply to a question, it was stated that S.A.C. still had Certificates of Honour.

AIRSPACE: Mr. A.R. Novakowski was the representative from the Ministry of Transport in Ottawa. He said that Mr. W.M. McLeish, Director General of Civil Aeronautics, had a previous engagement and could not be present.

Mr. Novakowski then gave a talk on airspace, with particular regard to high density terminal areas. He mentioned that there had been meetings across the country in 1972 to obtain feedback from pilots, with particular emphasis on VFR and IFR in terminal areas. Control was necessary in these areas, but the rules should be as simple as possible. An important item was the qualification of pilots to operate in these areas.

A number of general aviation bodies had been spoken to in 1972 and they had agreed to advise their pilots on the necessity of being up to date on their information and techniques. Mr. Novakowski said M.O.T. could help soaring pilots with such things as the provision of a wave flying area in Western Canada. Commercial aircraft should understand that they must be put out by sport aviation at times. However, soaring was difficult to cater for, as glider pilots had no control of where they were going (cries of protest from audience). He suggested that S.A.C. should take the initiative in asking for special consideration, but that requests should be realistic.

A question was asked on the number of alert areas around Toronto. The answer was "none". The questioner then said he had applied for an aerobatic alert area for four years with no result. Mr. Novakowski said M.O.T. had not implemented any policy because several groups probably wanted the same area.

600 M.P.H. aircraft had been mentioned by the speaker to be operating in terminal areas. E. Balint pointed out that these aircraft were not flying at these speeds in the areas in question, but at only 200 to 250 M.P.H., therefore they should be required to keep a lookout. On the Pincher Creek wave area, he said that soaring pilots only needed the area when there was wave activity, and at these times, an alert area for soaring would be a useful warning to commercial aircraft to avoid such areas because of turbulence.



AIRSPACE (Cont.)

Mr. Novakowski replied by asking if gliders had transponders. A member pointed out that aluminum foil radar reflectors in a glider could provide easy identification on radar.

W. Chmela (York) asked if a master plan for the Toronto area would be defined and implemented. The answer was 'yes'.

J. Firth (Buckingham) said convective cloud flying was permitted in Britain. The British Gliding Association method controlled separation of pilots. Was an alert airspace possible for cloud flying by gliders in Canada? The answer was that it would be possible.

P. White (G.G.C.) said that other factors should be considered besides those of "industry" and economics. Consideration should be given to the pursuit of pleasure, which should not be construed as being insubstantial and not worth while. Individual liberties are being infringed by commercial activities. Passengers in a commercial aircraft are trying to improve their quality of life, or are enjoying the quality of life they do have. The fact that we cannot justify our sport by economics should not be used to justify restricting our movements.

Mr. Novakowski said we must balance the demands of each group.

P. Rawlins (Erin) said that the general aviation group in the U.S. was larger than the commercial aviation group. He thought Canada should take the lead to help general aviation.

P. Trounce said M.O.T. regulations stem from the transport industry. S.A.C. has no quarrel with other sport groups. He thought that pressure was being brought to bear on the Government from commercial aviation. In 12 years gliding experience in Canada, he had yet to hear of a glider infringing on commercial airspace. Gliders should not be restricted to 4,000 ft. and to conditions with 5 miles visibility.

Mr. Novakowski was approached after his talk and invited to visit the Gatineau and M.S.C. sites to see gliding at first hand.

SEEDING PROCEDURE, NATIONAL TEAM: C. Yeates said opinions had been obtained from ex Canadian team pilots and from interested contest pilots. Unanimous approval was given to: (a) a team pilot candidate must compete in a Canadian National Contest to earn his place; (b) handicapping at National or Regional competitions was rejected.

For the 1974 World Contest in Australia, pilots will be chosen by the existing rules, two pilots to be chosen immediately after the A.G.M., and a further two pilots chosen after the 1973 National Contest.

SEEDING (Cont.)

For the 1976 World Contest, pilots would be chosen by the new rules, which would select 10 names, five in the Open class and five in the Standard class.

R. Gairns asked when the 1974 Team Captain would be chosen. C. Yeates said this was not certain, but would probably be by decision of the final four contest pilots.

T. Beasley said that a fixed percentage of all pilots in a competition should be used to establish a rating.

C. Yeates said S.A.C. will try to obtain 4 gliders for the Australian World Contest, then the two pilots chosen after the 1973 National contest will have aircraft to fly.

D. Webb proposed an amendment to the new seeding rules to remove the three month time period allotted a seeded pilot to obtain an aircraft.

P. Trounce explained that the three month period was the time limit within which the seeded pilot should make a decision on whether he would attend the World Contest.

The amendment was voted on and defeated. The seeding procedure proposals were then voted on and approved by majority vote.

W. Piercy said he was the self-appointed chairman of an Australian World Contest fund. He proposed to make a three month drive for funds, to be completed by Labour Day.

GROUP INSURANCE: H. Yardy explained that the plan could be put into practise immediately. If it was not approved, we would be back to square one. The proposal was not perfect, but problems could be ironed out as they arose. Through negotiation, the public liability coverage had been increased to \$200,000 from \$100,000, and the passenger carrying liability from \$50,000 to \$100,000 if the pilot had more than 50 hours flying time.

Ron Wyatt of Wyatt and Taylor Insurance Agency said his firm already had a similar scheme in operation for the Canadian Flying Farmers. The S.A.C. would police their organisation and keep a check on pilot proficiency.

There were many questions, from which it was established that an aircraft was insured for its replacement value. All club members would require to be members of S.A.C. New club members joining during the year would be charged on a pro-rata basis.

INSURANCE (Cont.)

H. Yardy said he hoped for 75 per cent participation by S.A.C. This would mean 32 clubs out of 43. Wyatt and Taylor would administer the scheme.

A towpilot in training was not covered, neither was an instructor under the proposed scheme. Extra cover could be negotiated separately.

Private owners would not be able to take out insurance as private S.A.C. members and pay only \$25 per year.

Voting on the scheme was 974 in favour, 63 against, with 66 abstentions. The insurance would generally run from April 1 to April 1. There was no layup clause. Payment per member would be reduced from \$25 to \$15 for those coming into the scheme on July 1st.

REORGANISATION OF S.A.C. DIRECTORATE: T.R. Beasley had sent in a proposal with the backing of the Montreal Soaring Council. It stated, "The new directors of S.A.C. shall prepare a reorganisation plan for submission to the membership by 1st August 1973. This plan shall be devised to ensure that a greater emphasis is placed on the fact that we are an organisation of clubs."

Expanding on the proposal, it was recommended that the voting structure should be changed such that clubs who do not insist on all their flying grade members being S.A.C. affiliated members, do not receive the extra club votes. (Reference to the club S.A.C. membership lists as of 31 December 1972, indicates some clubs with zero members, holding 20 votes - surely unreasonable). Consideration shall be given to requiring each S.A.C. member club to submit the name of an appointed S.A.C. representative who shall serve as the S.A.C. contact man in each club. The necessary administrative processes shall be established whereby all clubs are solicited for comments on all important matters affecting our sport.

It was suggested that there would be better returns from clubs with a special S.A.C. contact man.

W. Piercy said the work of S.A.C. directors should be split up into classifications, such as administration (President), mail elections and communications with member clubs, instructors' training, air regulations and M.O.T. liaison, etc. When a club was asked to pick a representative, they should pick a person who would be active.

R. Gairns hoped that a director would be encouraged to visit other clubs in his zone.

REORGANISATION (Cont.)

W. Piercy said the club representative for S.A.C. could be a Zone director, but this need not be so.

J. Bisscheroux (M.S.C.) thought the club representative should be the Club President. D. Marsden said the President was a busy man and is not necessarily the best choice. At present, requests for information go to Club Presidents, but returns have been poor, so it would be better to have a separate representative.

The proposal was approved.

F. Becker (G.G.C.) mentioned that there would be a contest on the 24th May weekend at Pendleton, with a flying week thereafter.

There will be a similar weekend meet at Innisfail, Alberta, and a Western Regional meet in 1974 at Claresholm, Alta., in mid-July.

There were no takers for an Eastern Regionals in 1974.

1973 NATIONALS: J. Tinkler had literature on the current status of arrangements, and the proposed contest rules had been submitted to S.A.C. s F.A.I. committee for approval. Contest dates were from 26th June to 5th July. Toilets had been installed and a 500 gallon fresh water tank would be on the field and would be filled every day. Accommodation in motels was available 13 miles away, with 12 units at \$12/couple. Briefings would be in a firehall six miles from the field. Subsequent briefings would be in a marquee on the field.

There was a possibility of Government assistance for competing pilots and crews, so supporting documents for expenses should be retained. Towing aircraft would be two Stinson L-5's, one Cessna 180, one Maule Rocket, and one other aircraft.

OTHER MOTIONS: J. Cotte (Champlain) wondered if S.A.C. really represented the whole country. He proposed that the words Soaring Association of Canada should appear in French as well as English for the official title, something like "Association de Vol à Voile du Canada". It was agreed that the French name would be added at the next change of By-Laws.

J. Cotte also proposed that membership cards should be in French as well as English. He had no objection to separate cards in French in view of the recent purchase of 10,000 cards in English. The vote was in favour in principle.



Other proposals were to have French added to the cover of "Free Flight", and to have the F.A.I. Official Observers' application form in French. These were approved.

CANADAIR FIVE BEST FLIGHTS AND 200 TROPHIES: These had been made up by R. Gairns in 1971 after consultation with interested competition pilots. Proposed by D. Marsden and seconded by R. Gairns, they were approved.

OTHER BUSINESS: E. Balint proposed and P. Rawlins seconded, that \$2,000 be allocated from S.A.C. funds for the World Contest in Australia.

H. Yardy proposed an amendment to decide this by mail vote. Seconded by T. Beasley, the amended proposal was approved.

J. Firth proposed that S.A.C. defray the cost of holding the annual meeting, so that there would be no need for the collection of \$1 at the door. Seconded by T. Beasley, this was carried.

DIRECTORS AT LARGE: C.M. Yeates, W.J. Piercy and D.B. Webb were proposed. W.J. Piercy and D.B. Webb were elected by club vote.

DIRECTORS FOR 1973 ARE:

Dave Marsden .....	Past President
Keith Godfrey .....	Pacific Zone
Bruce Hea .....	Alberta Zone
Jeff Tinkler .....	Prairie Zone
Doug Winger .....	Ontario Zone
Terry Beasley .....	Québec & Maritimes Zone
Walter Piercy ) .....	Directors at Large.
Dave Webb ) .....	

T.R. Beasley was subsequently elected as President by the new board.

EVENING SESSION:

At the after-dinner presentation of trophies, Mr. André Dumas, 1973 President of F.A.I., presented the Tissandier Trophy for accomplishment in flying. Mr. Dumas explained that Paul Tissandier was President of F.A.I. in 1918. The award for the year was made to W.J. Piercy.

Mr. Dumas thought there should be a Canadian representing gliding at F.A.I. meetings in Paris. There was already Canadians representing Parachuting, on the Medical Committee & on the General Aviation Committee.

The Jonathan Livingstone Seagull Trophy for the most outstanding Air Cadet went to Cpl. Tendejowski of 294 Squadron, Chatham, Ontario.

The Canadair Trophy for Five Best Flights was won by Bruce Hea of Calgary.

The "200" Trophy went to Julius Nagy of SOSA.

The B.A.I.C. Trophy for Best Flight of the Year went to Bruce Hea for a 500 Km. triangle flight.

The Ball and Chain Trophy for accomplishment by a married pilot went to David Webb, 10th in the Standard Class at Vrsac 1972.

The Shell Trophy for National Champion went to Jim Carpenter (Erin). In presenting this trophy Peter Trounce gave a short speech in impeccable French, German, and English.

The Carling Trophy for highest placed team in the National contest went, as usual it seems, to Henri Chabot and Kurt Kovacs of M.S.C.

The Dow Trophies for National contest "best speed to goal" "best triangle", and "best out and return" flights, all went to Jim Carpenter.

The Best Instructor trophy went to Sgt. Ben Brisson of the Québec Air Cadet League.

The SOSA Trophy for best showing by a novice pilot in a National contest was not awarded.

The Hawkesbury Chamber of Commerce Trophy for National contest runner-up was won by Hal Werneburg of SOSA.

A new trophy, to be presented for the Standard Class winner in the National contest and to be called the "Mix" trophy, was won by Hal Werneburg. This trophy was suggested by John Firth. Christine Firth is to be congratulated for designing this handsome award.

The Roden Trophy for most efficient use of club aircraft went to the Montreal Soaring Council.

Paul Schweizer had brought with him a Certificate of Appreciation from the Soaring Society of America. These certificates are given only for outstanding contributions. In this instance, the certificate was for Gil Parcell and was given in recognition of Gil's many talents in producing cartoons which have, for many years, provided enjoyment and edification in "Soaring" magazine.

Paul suggested that Gil's work should appear more often in "Free Flight".

After the presentation of trophies, John Firth gave a talk illustrated with colour slides, on the flying and retrieving hazards at the 1972 World Contest in Yugoslavia.

A film on the first of the self-launching sailplanes, the Hummingbird, was shown, followed by the now famous film of pilot induced oscillation in the SB-9 fibreglass sailplane. The latter has to be seen to be believed and the situation is cured by mass balancing the ailerons.

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S.A.C. NEWS:

NEW F.A.I. AWARDS AND RECORDS CHAIRMAN:

Ken Round of the Gatineau Club has taken over this very important task. (For further details please turn to page 16).

B.A.I.C., CANADAIR AND "200" TROPHY CLAIMS:

Jeff Tinkler of the Winnipeg Club has again volunteered to look after claims for these trophies. (See details on pages 17 and 18).

NEW S.A.C. MEMBER CLUBS:

We are pleased to welcome two new member clubs of S.A.C. in the Pacific Zone. They are: the Air Cadet League (B.C.), and Wide Sky Flying Club. This brings the total of S.A.C. member clubs throughout Canada to 46.

CANADIAN NATIONALS - WINNIPEG, 26TH JUNE TO 5TH JULY, 1973:

If you intend to compete in the Nationals and haven't already sent in an application form, please use the blank provided in this issue and mail it immediately to: Mrs. Hazel Flint, 96 Harvard Avenue, Winnipeg, Manitoba, R3M 0K4.

WORLD CHAMPIONSHIPS - WAIKERIE, S. AUSTRALIA, JANUARY 1974:

In a letter dated April 4th to all "crew volunteers", Terry Beasley thanked those people who had offered their services and advised that at the present time, there were more than enough volunteers to choose from and therefore the list had been closed.

INTERNATIONAL F.A.I. BADGES FOR SOARING EARNED AND APPROVED IN CANADA DURING 1972:

Note: The following details were not available for inclusion in the F.A.I. Badge report on pages 30 and 31 of Free Flight Issue 2/73. Ed.)

SILVER BADGES:

300	W. d'Baars	London	318	A.W. Scott	Windsor
301	H.T.F. Vaughan	SOSA	319	H.W. Berg	Windsor
302	K. Bets		320	R.M. Zimm	York
303	G. Craig		321	D.R. Band	York
304	D. Simon	Pioneer	322	H.H. Herrdegen	Windsor
305	R.W. Innes	Edmonton	323	M.D. Badior	Huron
306	L.G. Dobson	SOSA	324	B. Glavas	M.S.C.
307	E. Balint	Peterborough	325	M. Kappl	Windsor
308	I. Nadas	York	326	R.W. Flint	Winnipeg
309	G.D. Buhr	Winnipeg	327	W.C. Ross	York
310	M.G. Smith	M.S.C.	328	W. Rosenbauer	Belwood
311	P.J. Gaettens	Erin	329	A. Heinemann	York
312	J. Risch	Belwood	330	K.D. Smith	Windsor
313	Kitty Halbroth	M.S.C.	331	C. Dixon More	SOSA
314	R. Steimer	M.S.C.	332	A. Sawatsky	Winnipeg
315	R.W. Patterson	Erin	333	F. Markut	York
316	F.M. Harris	SOSA	334	C.W. Wilson	Vancouver
317	J.J. Brennan	SOSA	335	T. Fehr	Thompson

GOAL DIAMOND (Addition to list published in Free Flight 2/73, p.30).  
300 Km.

F. Markut York

Add to list:

GOLD ALTITUDE LEGS: W. Pille Québec  
3000 m gain F. Markut York

GOLD DISTANCE LEGS: W. Pille Québec  
300 Km. F. Markut York  
H.T. Vaughan SOSA

SILVER BADGE LEGS: Hazel M. Flint Winnipeg  
Alt. 1000 m gain K.A. Duckham Vancouver

DURATION: 5 Hours: H.W. Berg Windsor  
A.W. Scott Windsor

"C" BADGES:

985	R. Bouldeau	992	H.W. Berg
986	A. Fulton	993	R. Innes
987	D.P. Keegan	993a	J. Risch
988	J.P. Driver-Jowett	994	R. Burgess
989	J. Dodds	995	J.D. Sleeth
990	J.J. Southworth	996	K.C. Ogilvie
991	A.W. Scott	997	R.W. Patterson

Cont'd.



"C" BADGES (cont.)

998	W.C. Ross	1018	C. Hallmann
999	G. Boucher	1019	J. Morency
1000	K. Bets	1020	R. Bernard
1001	N.E. Pool	1021	A. Zupancz
1002	R. Higgins	1022	K.D. Smith
1003	W.D. Morris	1023	R.P. England
1004	I.C. Bell	1024	K.G. Brown
1005	G.S. Smith	1025	W. Norris
1006	K.J. Del Piero	1026	C.M. Timm
1007	C.J. Powell	1027	C. Vanderwater
1008	M.W. Smith	1028	C. Knowles
1009	F. Moeller	1029	F.E. Schreiner
1010	H.E. Ksahder	1030	D. Gauthier
1011	J.E. McEwen	1031	C.F. Strong
1012	N.A. MacDougall	1032	K. Svatos
1013	A.M. Marquis	1033	D.M. Roland
1014	L. Brunies	1034	P.D. Rawes
1015	P. Burgess	1035	J.E. Baxter
1016	J.H. Webber	1036	P. Lavoie
1017	H.R. Brown	1037	C.W. Wilson

CORRECTION TO CANADIAN RECORDS

Mr. K. Round, 1973 F.A.I. man, advises that the list of Records published in Free Flight Issue 2/73 (page 32) should have included the following:

100 Km. Multi-seat Speed to Goal - W.F. Chmela - (47 Km/hr)

F.A.I. BADGE APPLICATIONS & CANADIAN RECORDS CLAIMS

Please ensure that all claims for F.A.I. badges and Canadian records are sent directly to Mr. K. Round (10 St. Remy Drive, Ottawa, Ont. K2C 3H2). However, he will be away from Canada during the month of July and a delay in processing claims will occur at that time. To avoid undue delay to record claims, the latter should be sent directly to Terry Tucker (786 Chapman Blvd., Ottawa, K1G 1T9) during July.

(N.B. "Written notice of the performance claimed, should reach the F.A.I. representative within seven days of the flight". Ed.)

BAIC, Canadair and "200" Trophies

The BAIC Trophy is for the pilot making the best flight of the year.

The Canadair Trophy is for the pilot making the FIVE best flights of the year.

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

Scoring:

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

Rules:

1. All flights to originate in Canada.
2. All goals and turn points must be declared before take-off.
3. Turn points for the prescribed-area-distance task must be declared before take-off but may be visited and revisited in any order subject to the requirement that consecutive turn points shall be not less than 50km apart.
4. Evidence of take-off, landing, turn points and height gains shall comply with F.A.I. rules.
5. Only height gains require barograms.
6. Preliminary notice of a flight claim must be mailed, within 14 days of the flight, to the S.A.C. Trophy Chairman. A letter of verification, with a report signed by an Official Observer that he has checked and approved all the required documentation, must be mailed within 30 days of the flight to the S.A.C. trophy Chairman.

See form on back.

Jeff Tinkler,\*  
S.A.C. 1973 Trophy Chairman

(\*364 Waverley St., Winnipeg, Man. R3M 3L3).

FLIGHT REPORT FOR B.A.I.C., CANADAIR, AND "200" TROPHY CLAIMS

Pilot \_\_\_\_\_ Flight Date \_\_\_\_\_  
 Sailplane: Type \_\_\_\_\_ Registration \_\_\_\_\_

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

Altitude at low point after release \_\_\_\_\_ m Subsequent maximum altitude \_\_\_\_\_ m

Flight Details

- Altitude Gain \_\_\_\_\_
- Free Distance \_\_\_\_\_
- Prescribed Area Distance \_\_\_\_\_
- Distance to Goal \_\_\_\_\_
- Triangle (a) Completed (b) Incompleted  
 { T.P.'s Reached \_\_\_\_\_ }  
 Dist. from last T.P. \_\_\_\_\_  
 Total Distance \_\_\_\_\_  
 Distance to T.P. \_\_\_\_\_  
 Distance from T.P. \_\_\_\_\_
- Out & Return (a) Completed (b) Incompleted  
 { T.P.'s Reached \_\_\_\_\_ }  
 Dist. from last T.P. \_\_\_\_\_  
 Total Distance \_\_\_\_\_  
 Distance to T.P. \_\_\_\_\_  
 Distance from T.P. \_\_\_\_\_

Points Claimed

Take-off Certificate O/O # \_\_\_\_\_ Signature \_\_\_\_\_  
 Task Declaration O/O # \_\_\_\_\_ Signature \_\_\_\_\_  
 Turn Point Photos. O/O # \_\_\_\_\_ Signature \_\_\_\_\_

Landing Certificate O/O # \_\_\_\_\_ Signature \_\_\_\_\_  
 Barogram O/O # \_\_\_\_\_ Signature \_\_\_\_\_  
 Distances Claimed O/O # \_\_\_\_\_ Signature \_\_\_\_\_

T'S SIGNATURE \_\_\_\_\_

DATE \_\_\_\_\_

ification

**WORLD CONTEST - FUND RAISING:**

in response to a request for ideas to raise funds for the Canadian Team going to Australia in 1974, John Brennan (SOSA) and Jim Carpenter (Erin) (both in the Advertising business), have put forward an idea for approval by the S.A.C. directors. Basically their idea is as follows:

"The following proposal has two basic objectives:

1. To generate funds for the Canadian Team in Australia.
2. To generate increased public awareness of the Canadian gliding movement.

The idea we have in mind revolves around a "Fly for Canada" theme where glider pilots of every level of proficiency could participate in the funding of the Canadian Team to the World Championships.

We recommend that the Soaring Association of Canada announce a fund raising scheme whereby individuals and corporations across the country would sponsor either individual pilots or sailplanes in a "Fly for Canada" day on Saturday, August 4. In the event that weather creates a problem, this day would be postponed to Monday, August 6.

Each pilot participating in this weekend could be sponsored by the minute (for non-cross-country pilots and club machines) or by the mile for cross-country pilots. In the event that a sailplane is sponsored by a corporation or group of corporations, it should be possible to display easily removable company logos on the sponsored aircraft for the day.

Hopefully, it might be possible to arrange for local radio and T.V. stations to sponsor a sailplane (or pilot) and thus generate a lot of excellent publicity for gliding, while giving some positive publicity to the various corporations who would also sponsor the same aircraft.

Each pilot participating in the "Fly for Canada" weekend could either get his own sponsors or else arrange to have his fellow club members drum up extensive private and corporate sponsors. In this way, S.A.C. would not have to go hat in hand to individual companies looking for a "donation". Our approach should be "self help" - as a voluntary organization, we have the talent and ability to develop many ideas that will excite the imagination of the media and private citizens. This approach, in our judgement, will have a beneficial effect on gliding, while providing significant revenue."

Details for implementation of the above scheme have also been supplied, and these will be published in "Free Flight" if all the S.A.C. Directors are in favour of the proposal.

Any other ideas on fund raising for the team would be most welcome and should be directed to Walter Piercy, who is looking after this matter. ED.



FOR SALE

SKYLARK 3B CF-ZDH with trailer \$2,500. Always hangared, can be seen at Pendleton.

Contact: P.T. Coleridge, 80 Waverley Street,  
Ottawa, Ont. K2P 0V2.  
Telephone: (613) 237-2068.

STD. ELFE S-3, winner World Championships 1968, available with trailer. Excellent performance at a modest price. Ship located in Boston. Call John Firth (613) 731-6997 for details.

LK-10A Completely overhauled in 1969. Ceconite covered and new control cables. Always hangared. In good shape. \$1,500.00. Instruments included.

Write or phone to: Québec Soaring Club, Box 9276,  
Quebec 10, P.Q., G1V 4B1  
(Tel: (418) 651-1761).

1958 PA18 150 H.P., engine 600 hrs. since major. Ceconite cover, hydrosorb gear, brakes one year old, Scott tailwheel, skis, 90 channel VHF, new gas tank, C. of A. August 1973. \$8,500.00

Contact: Oscar Estebany, 921 St. Aubin, Montreal 379,  
P.Q., Telephone: (514) 332-5907.

SOME FURTHER DEVELOPMENTS ON THE COWLEY CENTRE

George Dunbar (Cu-Nim)

Western pilots have flown in this area for many years, both from the Pincher Creek airport, and from Cowley itself, which is about 12 to 15 air miles north-west, and therefore much closer to the mountains. Cowley airstrip has been and will be operated by the Alberta Department of Lands and Forests as a base for fire bombers used when there are forest fires in the area. The Alberta Soaring Council has now been given full permission for the use of the site as a soaring centre, by Dr. A.A. Warrack, Minister of Lands and Forests. The Department will continue to maintain the strip for fire-fighting purposes, but we will have the free use of it, including the right to build buildings if we wish. The Alberta Soaring Council expects to hold a number of wave camps there, plus camps for general recreational soaring, and hopes to be able to develop the site, with appropriate facilities, as THE Canadian wave soaring centre.

Cowley airstrip is about five miles north of the village of Cowley, which in turn is about 150 miles (by road) south of Calgary. A map, showing its location with reference to Pincher Creek, Cowley and Lundbreck is included in this issue of Free Flight. The airstrip itself is only a few miles from the Livingstone Range, which is a 17-mile long ridge of mountains about 10,000 ft. high. Strong west winds blow almost continuously through the Crowsnest region, and normally produce waves to the Porcupine Hills and beyond. A few examples:

- Several years ago Wolf Mix set what was then the Canadian altitude record of over 30,000 ft. in a flight from Cowley.
- Last Thanksgiving two pilots left good lift at 29,000 feet because ATC clearance could only be obtained to this height.
- On one occasion, I connected with the wave when less than 2,000 ft. immediately over the airstrip.
- During the Western Regional Meet at Claresholm last summer (25-30 miles north east of Cowley) wave was contacted on one day.

We are currently discussing with the Ministry of Transport, ways of obtaining permission to use the airspace above the usual limit (in this area) of 23,000 ft. With the cooperation of the M.O.T., we believe this will be possible, so that it will no longer be necessary to go to some place like Colorado to (legally) make an attempt on the Canadian altitude records.

At present, Cowley consists of three grass runways, though experience shows that it is seldom necessary to use anything other than the SW-NE one. Other than the runways, the facilities are completely non-existent! There are two small buildings on the site which are used by the Dept. of Lands and Forests, and we hope to be able to obtain permission to use these as a shelter/admin centre/clubhouse during the longer wave camps, etc. Cowley itself is just a small village (latest pop. I can find - 184), and doesn't even have a motel, but there are quite a few nice ones in Pincher Creek, and at least one

COWLEY (Cont.)

in Lundbreck. There are several campsites reasonably close (no camping fee), and there is space on the airstrip for camping if you are self-sufficient - space is one thing there is lots of!

We hope to initiate the season and also the Soaring Centre this Easter with a weekend wave camp, weather permitting. After that, we are also planning a summer camp from July 28th to August 6th, for general relaxation and fun-soaring (pilots: tell your wives that Cowley is close to Waterton Park, Frank Slide, Crowsnest Pass area, Chain Lakes, and many lovely vacation spots). Although in the past we have generally gone wave-hunting in the Spring and Fall, lenticulars are commonly visible in all seasons. This summer camp has not been organized yet, but all pilots in Canada (or the U.S.A.) would be welcome, and we hope a number of visitors will come to help us try the summer soaring. I would be glad to hear from anyone interested, and would try to help with more information if required.\*

Regarding our current activities, we are working hard on our Auster towplane so that it will be ready for Easter. So far I have heard of only a couple of flights, though one went to 12,000+ in the wave!

\* (Mr. G.G. Dunbar, 1419 Chardie Pl. SW, Calgary, Alta. T2V 2T7).

\*\*\*\*\*

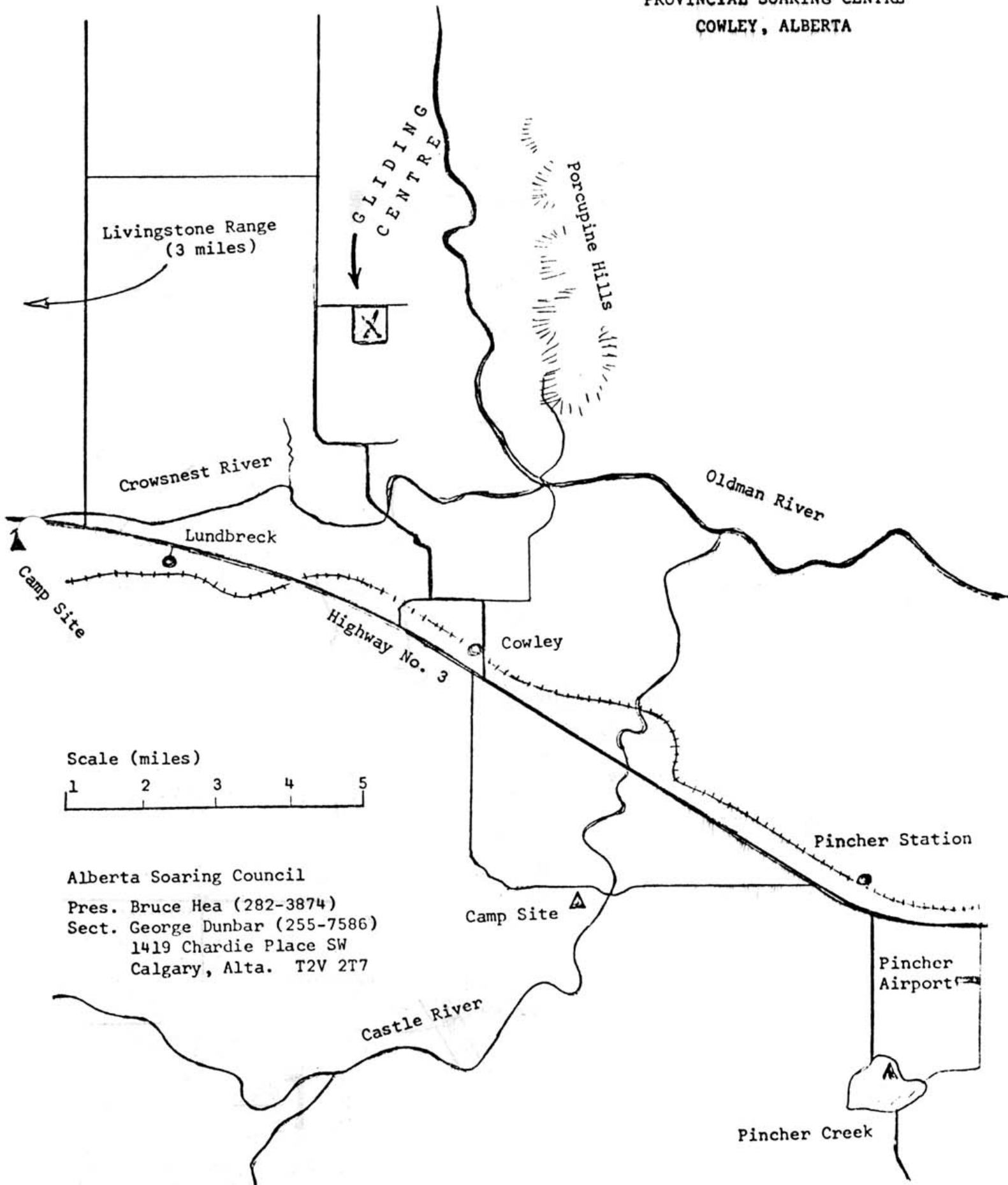
FREE FLIGHT

Just a short "thank you" to Terry and Rick Tucker for printing the last issue; to the gal who efficiently copied my masters onto multi-lith, and to members of the Gatineau club who turned up at the "Tuckers" and helped collate and staple the issue. Also to Bob Gairns who sent the AGM report to me by April 3rd. Due to Bob's efforts, and no doubt the further efforts of Terry & Co. in printing, etc., this issue would have been out quite soon after the meeting. However, through a misunderstanding, the issue was typed for xeroxing and not multilithing and a delay occurred in retyping the pages.

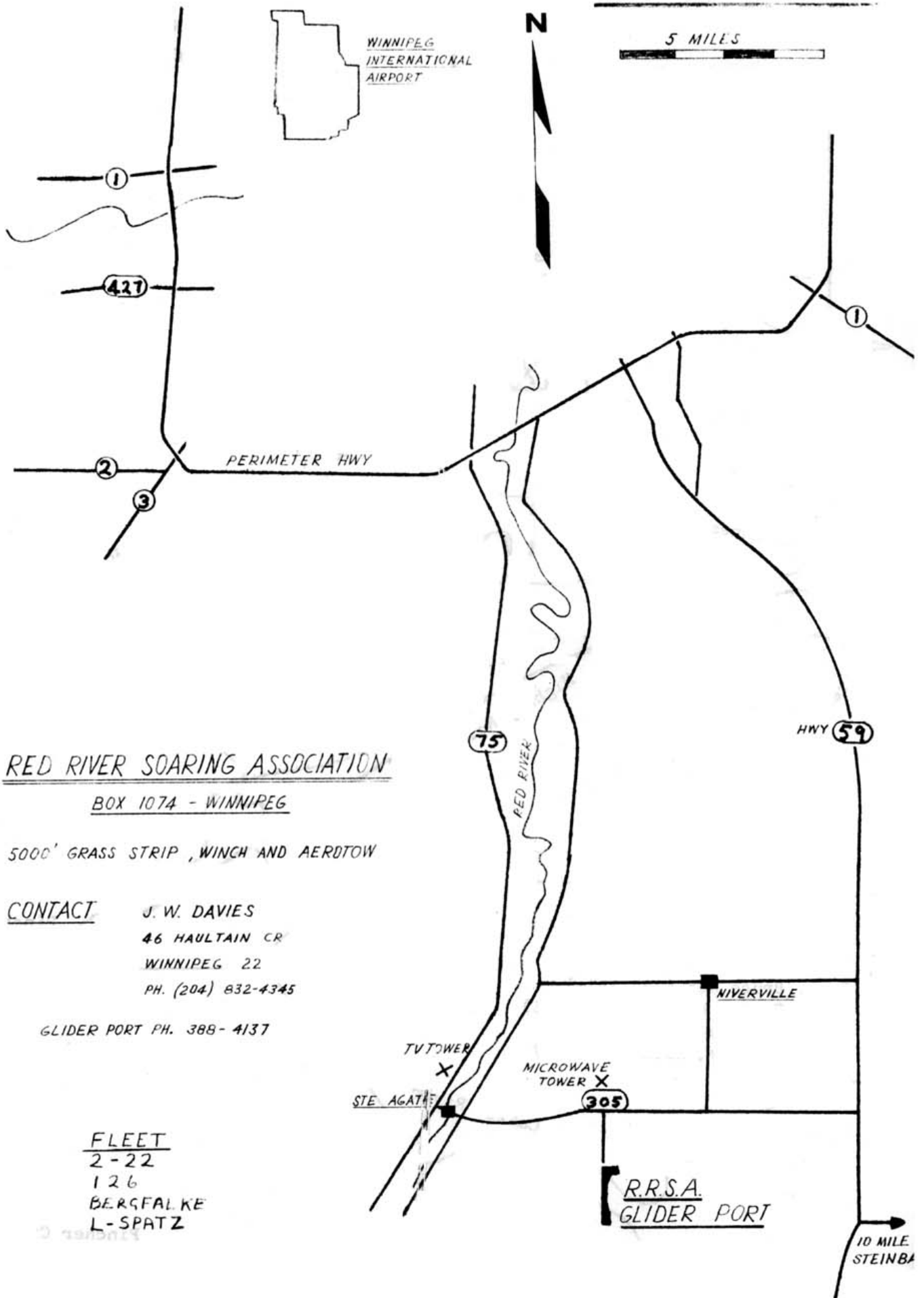
Because of this retyping, two articles have been left over until the next issue, one on SLS economics and one on OSTIV (Organisation Scientifique et Technique Internationale du Vol à Voile). Incidentally, SAC is an active member of the latter organisation. An "individual membership" costs U.S.\$5.00 and includes a subscription to "Swiss Aero Revue" which will be of particular interest to those SAC members who read German or French, as the magazine is primarily in these languages. Send your application to OSTIV Secretariat, c/o NLM Atoombgebouw, Schipol Oost, The Netherlands, and please mention that you are joining as a result of a recommendation from the Soaring Association of Canada.

Sylvia Webb - Editor

PROVINCIAL SOARING CENTRE  
COWLEY, ALBERTA



# CITY OF WINNIPEG



## RED RIVER SOARING ASSOCIATION

BOX 1074 - WINNIPEG

5000' GRASS STRIP, WINCH AND AEROTOW

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