



# Free Flight

official publication of  
THE SOARING ASSOCIATION OF CANADA

FEB '74



# Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

ISSUE 1/74

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1974 ANNUAL GENERAL MEETING

The 29th Annual General Meeting of the Soaring Association of Canada will be held in Toronto on Saturday, March 23rd, 1974. The meeting will take place at the Yorkdale Holiday Inn (3450 Dufferin Street), commencing at 9:00 A.M., followed by the "Social Hour" at 6:30 P.M. and dinner and presentation of awards at 7:30.

The Committee Reports received up to January 30th, 1974 are included in this issue as Appendix A. If available, the Agenda for the meeting will be added at the beginning of Appendix A, just prior to mailing this issue for printing. Members with proposals for the AGM should send them, as soon as possible, to T.R. Beasley, S.A.C. President.

NOMINATION OF TWO DIRECTORS-AT-LARGE:

After the mail vote has been completed and the 5 Zone Directors have been elected, there will be an opportunity at the AGM for the members present, and their proxies, to elect two Directors-at-large. Keep this in mind and be prepared to nominate someone from any Zone, with enthusiasm, ability and time available to contribute to the Association. The eighth directorship will be held by Terry Beasley, who was President throughout 1973.

Mail nominations for the two Directors-at-Large to Mrs. Terry Tucker, 786 Chapman Blvd., Ottawa, Ontario, K1G 1T9, before March 16th, 1974. The signatures of five current S.A.C. members are required for a mail nomination, together with the consenting signature of the nominee.

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We, the undersigned members of S.A.C., hereby nominate:

\_\_\_\_\_ of \_\_\_\_\_  
as a candidate for election to the Board of Directors of S.A.C.

Signed: \_\_\_\_\_ Club \_\_\_\_\_ Signed: \_\_\_\_\_ Club \_\_\_\_\_

Signed: \_\_\_\_\_ Club \_\_\_\_\_ Signed: \_\_\_\_\_ Club \_\_\_\_\_

Signed: \_\_\_\_\_ Club \_\_\_\_\_

Candidate's consenting signature: \_\_\_\_\_

### PROXIES

A Club which is unable to have a representative at the AGM will lose its voting rights unless the club appoints a proxy. Written notice of a proxy appointment, signed by the Club President, should be mailed to Box 1173 before March 16th, 1974. Notices of proxy appointments may also be brought to the AGM by the proxy representatives.

### TROPHY AWARDS AT AGM

The number of trophies increases every year, and reminders are necessary to obtain information to decide on some awards.

#### Roden Trophy

This trophy is awarded annually to the Club with the best utilisation of its equipment for the year. The formula gives all clubs, large and small, a chance to win. Will all clubs, who have not already done so, please submit their annual statistics - flights, hours, miles, for club and private aircraft, including number of machines and launch method - to Dr. Jeff Tinkler, 364 Waverley St., Winnipeg, Man. R3M 3L3. (For convenience a blank form is provided in Appendix A.)

#### B.A.I.C., Canadair and "200" Trophies

The B.A.I.C. trophy is for the best flight of the year; the Canadair trophy is for the 5 best flights in 1973, and the "200" trophy is for the 5 best flights during 1973 by a pilot who did not have more than 200 hours logged at the beginning of the season.

The rules and scoring for these 3 trophies are:

Free Distance .....	1.00	points/mile
Distance to Goal .....	1.25	" "
Triangle .....	1.50	" "
Out and Return .....	1.50	" "
Altitude Gain .....	1.00	" /150 ft. gain

All flights must originate in Canada and the only flights which will be accepted for these trophies are those for which basic details were submitted within 14 days of their completion.

Flights to qualify for the above trophies should be sent to: Jeff Tinkler, 364 Waverley Street, Winnipeg, Man. R3M 3L3.

### Instructor's Award:

This award is presented annually to the Instructor who has contributed the most to the Canadian soaring movement during the year. Will all C.F.I's who have not already done so, please return their nominations to Walter Piercy.

### VOTING POWER OF CLUBS AND INDIVIDUALS

Club (Inc. Corporate) .....	20 votes	(with min.5 members
Club-Affiliated Member .....	1 vote	registered)
Married Couple Membership .....	1	"
Individual Membership (no Club) ...	1	"
Junior & Associate Memberships ....	No votes	

### 1973 AGM MINUTES

Copies will be available for distribution at the AGM. In addition, extra copies of this year's meeting Agenda and Committee reports will also be available.

### 1974 REGIONALS

In accordance with Section 8.4 of the 1972 AGM Minutes, two Regional Contests will be held in 1974, one in the East and one in the West. Directors of Clubs in both Eastern & Western Zones should consider whether they will be able to host these events.

### 1975 NATIONALS

T.B.A.

### S.A.C. EASTERN & WESTERN INSTRUCTORS' SCHOOLS

As noted in Free Flight Issue 5/73, these successful courses will again be held under the direction of Walter Piercy (East) and Don Skinner (West). A \$20 deposit per candidate is required and should be mailed immediately. Both courses will be held in May (19-25 at Pendleton A/P for the East). Further details may be obtained from:

W.J. Piercy, 184 Churchill Cres., Kingston, Ont. K7L 4N2, or  
D. Skinner, 3831 - 7 St. S.W., Calgary, Alberta, T2T-2Y3).

(See also "Late AGM News" at the back of this section. Ed.)

INQUEST AT L'ORIGINAL

L'Original is a small town a few miles west of Hawkesbury, Ontario, and the nearest to the gliding site of the Montreal Soaring Council. It boasts the oldest prison (circa 1828) in Canada with cells only three feet wide, but right adjacent is a most modern courthouse complex. On a snowy Thursday evening November 15, 1973, in the second-story courtroom, assembled some sixty persons, to attend a public enquiry, which was presided over by Coroner Dr. Kirby and a jury of five, to ascertain who is John Simpson, and where, when and by what means he met his death.

Witnesses from the police, doctors and a pathologist adequately described the reason for death as multiple limb fractures and massive head and brain damage. These occurred following a wing and nose-down impact from about 150 feet in a recently acquired PA-18 tow-plane at the Montreal Soaring Council on Saturday afternoon August 25, 1973, at the Hawkesbury field.

Eye witness accounts from M.S.C. members, including the club C.F.I. and Chief Tow-pilot, described the events leading to the disaster. John Simpson had been flying for most of the A.M. and had been relieved for a lunch period, during which some nine tows were completed by another pilot. He had taken over again and on the second tow, towing a Libelle, piloted by a very experienced glider and power pilot who noted that, after breaking ground the climb continued to increase in angle so that at a height of about 100 feet, he released realizing something was amiss and that he was in danger of stalling. The tow-plane continued to climb until stall occurred at about 150 feet; it then nosed over to the left and continued under full throttle until it hit the ground.

The MOT accident investigators related their investigation which found nothing wrong with the aircraft, the throttle was wide open, and the elevator was in a nose up condition at impact; fortunately there was no fire. There were problems associated with jurisdiction because the accident occurred in Ontario and the investigators were from Montreal in the Quebec region where, indeed, all the persons involved resided.

Autopsy reports from Toronto had only recently been received. They indicated no alcohol or barbituates were present. Micro-specimens taken by the local pathologist found no evidence of any previous disease. John Simpson, age 32, had been in Canada since 1967 from England and had joined the M.S.C. in April this year as a tow-pilot with minimal qualifications. All evidence indicated him to be a pleasant well-liked individual who had apparently exhibited no problems in normal working and living environments. He had been

L'ORIGINAL (cont.)

medically examined before leaving the U.K. by the company for whom he was going to work in Canada. His last M.O.T. medical exam was April 1972.

The jury findings at thirty minutes to midnight were:  
"DEATH BY SICKNESS OR ERROR OF THE PILOT".

The cause then remains a mystery upon which many conjectures and hypotheses have already been speculated and many more likely will be. I'd like to say at this time that this, the first fatal accident of the M.S.C. after 30 years of operations, has similar roots to that which occurred to make the first fatal accident of a neighbouring club in the same time period just as much a mystery. In both cases (the first was a glider which spun uninterruptedly for 4,000 feet), the stick was apparently held rigid in a backward position until impact. In neither case was evidence adequate to define a reason, and yet observations by qualified people at both scenes, indicated a pilot problem with which he was unable to cope.

A cardinal safety question and rule for all flying personnel is "Am I fit for the flight?". An underlying motive in most flying people is a strong urge or desire to fly and continually prove that they can do it. There have been cases where people have falsified information, and/or adopted special tactics to pass a medical, and turned to gliding when unable to get a power licence. Strong motivation is generally a laudable and necessary attribute to a successful pilot, but may end in tragedy not only for the individual but for someone else. Any accident should provide the maximum information possible to enable preventative measures to be instituted. The large majority are still associated with some aspect of pilot failure; emphasis on the human factors side of Accident Investigation is still inadequate. Ask yourself again "Am I fit?".

by A.N. LeCheminant,  
Soaring Association of Canada,  
Safety Committee.

(See also P.S. on next page).



POSTSCRIPT TO A TRAGEDY

The death of a pilot in a towplane crash at Hawkesbury taught us many things, not least of which was not to be afraid of contact with the Police and Department of Transport Officials. We are, often with good reason, wary of bureaucracy which we see as being inhuman and mindless. However, our experience was such that we are deeply appreciative of the humanity and good sense with which these gentlemen approached a sad situation.

The Ontario Provincial Police were quickly on the scene, their arrangements were speedy and efficient, and their observations intelligent and of great value in later corroborating our eye-witness accounts. The Accident Investigators were knowledgeable and skilled, their examination of the wreckage thorough and their consideration of possibilities impartial.

Cold comfort though it may be, it was good to have expert and impartial opinions that we could not have prevented the accident. For those with positions of responsibility there was a great sense of relief in knowing that the accident was not the result of some small but important detail that they might have missed.

I hope you never have to take this advice, but if you ever have an accident, report it immediately. There is nothing to lose and a great deal to be gained.

Eric Newsome,  
Chairman,  
Montreal Soaring Council.



SAC NEWS:

New Canadian Records Claimed (not yet homologated)

CITIZEN'S CATEGORY:

ABS. ALT.	Walter Chmela	41,000 ft	Colorado Springs.
	York S.C.	Jan. 9/74	Kestrel 19
ALT. GAIN	Walter Chmela	28,000 ft	"
		Jan. 9/74	

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WORLD CONTEST FUND:

Please add the following names to the lists on page 10 of Issue 5/73:

"Glide for Canada"

Hazel & Russ Flint (Winnipeg)  
C. Juergensen (Air Sailing Club)  
C. Knowles ( S O S A )  
F. Markut (York)

Donations

Central Ontario Soaring Association.

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"SOARING" MAGAZINE -- EXTRA COPIES AVAILABLE TO MEMBERS:

Mrs. Terry Tucker (Membership Secretary) advises that she has quite a few extra copies of SOARING. Should you wish to acquire any of the following issues, please send 25¢ per copy to her at the SAC Box (1173, Stn.B, Ottawa, Ont. K1P 5A0):

1956 - Jan/Feb; Mar/Apr; May/June; July/Aug; Sept/Oct.  
1960 - Aug; Sept; Oct; Dec (6 copies); Nov.  
1961 - Feb; Mar; May; Apr; June (4); July (2); Aug (3); Sept (3);  
Oct (2); Nov (4); Dec (8).  
1962 - Jan (3); Feb; June; Aug; Sept (2); Oct (2); Nov (3).  
1963 - Jan; Feb; Mar (2); May (2); July (2); Aug; Sept (3); Oct (3);  
Nov (2); Dec. Jan. 1964 - 4 copies. July 1966. Sept & Dec. 67.  
1968 - Jan; Feb; Apr; May; June; July; Aug; Sept; Oct; Nov.  
1969 - Jan; Mar; Apr; May; June (2); July; Aug.  
1970 - Jan; Feb; Mar; Apr; May (2); June; Aug; Sept; Oct; Nov; Dec.  
1973 - Mar; Apr (2); June; July; Aug; Sept; Oct; Nov.

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October 26, 1973

C.I.V.V. MEETING AT 6 RUE GAILLILÉE, PARIS  
by John Firth.

The meeting was attended by delegates from most Western European countries, and also Australia, the U.S. and Mr. J.M. Firth from Canada.

Mr. A. Gehriger was in the chair. He opened the meeting by paying tribute to Seff Kunz, by whose recent death the committee lost an able and dedicated member.

WORLD CHAMPIONSHIPS ORGANIZATION

Mr. C.E. Wallington (Australia) presented a report on the progress so far achieved.

EXTRA ACCOMMODATION will be available in house boats and trailers if teams make arrangements now.

Airfield improvements have been made by irrigating and grassing large areas to combat the problem of dust.

TOWING will be by R.A.A.F. aircraft at 75 kts.

THE DISCOUNT FARE will be 40% of the normal economy fare. Team names must be supplied as soon as possible to T. Thompson, who will Telex them to all Qantas agents. Bookings must be made at a Qantas office, and the discounts will be allowed only for those whose names are on this list. The discount is available for one pilot plus three crew per aircraft, plus team manager. No stop overs are allowed at this time, but negotiation in progress may change this. There are no restrictions on dates of travel. Excess baggage will be charged at 1% per kilo excess.

TRANSPORTATION from Sydney and Melbourne may be available in cars going to Waikerie. Make needs known.

AIRCRAFT-No more are available in Australia, except but a Caproni A21, contact Bill Riley, Sportavia Soaring, Box 78, TOCUMWAL 2714. Application for contest letters and numbers should be made now.

CABLES to 'World Gliding WAIKERIE'.

STANDARD CLASS FLAPS

The discussion was opened by Mrs. A. Welch presenting her paper, published previously, on the subject of a third competition class. Mr. Gehriger replied with arguments to the contrary. The discussion which followed showed little support for this idea at the moment.

Mr. F. Weinholtz presented the German Aero Club request for consideration of reversal of the rule allowing fixed hinge flaps; a statement on the LS 2 from Reichmann was read, which claimed that the landing characteristics are unacceptable for club use. This report was presented as evidence that flaps are unsuitable in the Standard Class. The LS 2 will fly at Waikerie. The French delegate went further in saying that the French Gliding Organization has already decided that flapped standard class gliders would not be bought for French clubs.

Mr. Ivans, U.S., produced information on the Sweitzer 1-35, and other flapped gliders, which rebutted the previous arguments. He showed a chart of the superior landing ability, and safe flap operation features of the 1-35. Mr. R. Buck (U.S.) supported this with a pilot's report, and remarked that he felt the flaps could be used just like airbrakes.

The Canadian delegate, Mr. Firth, who has 700 hours of experience on the type being discussed, spoke to support the U.S. arguments, and said he would be sorry to see the discussion degenerate into one of Nationalistic positions; he urged that time be given for the technical matters to be assessed. He mentioned that pilots of moderate experience were having little difficulty with the transition to such gliders as the HP 11 and 14.

After considerable further discussion, particularly on whether or not the rules could be changed for 1976, or for 1978, it was decided that no major rule changes could be contemplated before 1978. This is to the satisfaction of the U.S. and Canadian Associations, and should ensure that sufficient time is given for development and marketing of the U.S. and Finnish designs.

#### SELF LAUNCHING SAILPLANES

The afternoon session started with comments from the Chairman that a chairman was needed to fill the position left by Seff Kunz. It was suggested that he should be German, since this is where most work is being done. A report on the German SLS contest was presented.

WOMEN'S WORLD CONTEST was a great success; the results were presented.

1000 Km FLIGHTS-National Aero Clubs are requested to keep a record of all such flights and to advise FAI of these.

RECORDS-Consideration will be given at a later date to a West German request for establishing a triangle DISTANCE record. The Chairman observed that in the past, it had been the practice to drop an existing record when establishing a new one.

Thanks to efficient control by the Chairman, the meeting closed early, and there was time for discussion with other delegates. Among other things, this disclosed the possibility that the Australian Caproni dealer, Bill Riley, might have a Cap A21 available for our 4th pilot (Open class). The C.I.V.V. meets again on March 15th, 1974.

WANTED -- HP-11 OR HP-14 - with instruments and trailer preferred.

Contact: Capt. F.J. Becker, P.O. Box 2898,  
Medley, Alta. T0A 2M0.  
Phone: (403) 248-4386 or 248-3934.

Or: Capt. Larry Riegert, Officers' Mess  
Medley, Alta

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WANTED -- HP-11, Ka-8, Ka-6, L-Spatz-55, Pirat or similar ship.

Contact: Adolf Scherbaum,  
Appalachien Soaring Club,  
P.O. Box 271, Sherbrooke, Québec

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WANTED -- Gliders - Older type - 2-22, 1-26, Cherokee, or whatever is available -- flyable or rebuildable.

Please contact: Kamloops Gliding Club,  
c/o Don Lurkins,  
627 Alberni Street, Kamloops, B.C.

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WANTED -- Winter Barograph - will pay cash, or trade two S.A.C. radios for same.

Please contact: Richard Robinson,  
48 Checkendon Dr., Rexdale, Ont. M9W 2Y9

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WANTED -- TOW-WINCH -- Reasonably priced and in a good operating condition. Please send particulars to:

Van Isle Gliding Association,  
c/o M. Olafsson, 1-1016 Linden Ave.,  
Victoria, B.C. V8V 4H2

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FOR SALE - TERN -- Partially completed fuselage, tail group. Wing ribs and materials. Plans with long wing mods. For further details contact:

P. Holbrook, 92 Cardinal Drive,  
Hamilton, Ont. L9A 4H7  
Tel: 416-389-9336



MIT



AIAA

- 11 -



SSA

CALL FOR PAPERSAIAA/MIT/SSA SECOND INTERNATIONAL SYMPOSIUM ON  
THE TECHNOLOGY AND SCIENCE OF LOW-SPEED AND MOTORLESS FLIGHT

This symposium will take place September 11-13, 1974 at the Massachusetts Institute of Technology, Cambridge, Massachusetts, U.S.A. The conference is co-sponsored by the American Institute of Aeronautics and Astronautics, M.I.T., and the Soaring Society of America. The General Chairman of the meeting is:

Oran W. Nicks  
Deputy Director  
NASA Langley Research Center  
Hampton, Virginia 23365, U.S.A.

The emphasis of this conference will be on improving the state - of - the art of designing, developing, and testing flight vehicles optimized for low-speed, low Reynolds number powered or unpowered flight. The formal presentation sessions will be paralleled by workshop sessions and panel discussions in which progress made since the previous such meeting (First International Symposium and Workshop on the Technology and Science of Motorless Flight, co-sponsored by MIT and NASA, at MIT, in October 1972) will be reviewed, and new priorities set for future research in this long - neglected area of aeronautical science.

New results are sought, both analytical and experimental, as well as reviews of lessons learned from past experience with low - speed airplane, sailplane, model and bird - flight studies.

Papers are solicited for sessions planned around

- Low Reynolds number aerodynamics, with an emphasis on three-dimensional effects
- Vehicle aerodynamic design optimization, including the application of variable geometry and high-lift devices
- Structural design optimization, particularly in the light of the application of advanced composite materials, exacting contour fidelity requirements and the aero-elastic problems peculiar to high-aspect-ratio and water-ballasted structures
- Improved instrumentation and displays to aid in the exploitation of natural atmospheric motions
- Flight testing techniques, instrumentation and results, with an emphasis on accounting for the effects of atmospheric motions on the test data
- Improved knowledge of the meso- and micro-scale atmospheric environment leading to more complete exploitation of natural atmospheric energy for flight purposes

Other applicable papers not falling precisely within these guidelines will, however, be considered.

Selection of papers will be based on abstracts of 500 - 1000 words, or preliminary drafts of final papers, to be submitted by April 1, 1974. Abstracts should be prepared in accordance with the attached "Instructions for preparation of Meeting Abstracts" and submitted in four copies to the Technical Program Chairman:

Dr. James L. Nash-Webber  
Measurement Systems Laboratory  
Room W91-200  
Massachusetts Institute of Technology  
Cambridge, Massachusetts 02139 U.S.A.

Abstracts should include a list of the names, affiliations, and mailing addresses of all authors. Authors will be notified of acceptance of their papers by May 13th, 1974. It is intended to make the Proceedings available in a bound volume at the start of the Conference. Inquiries about the Conference may be directed to either of the Conference Chairmen.



LONDON SOARING SOCIETY

As Frank Sinatra would say, "It was a very good year".

It is very difficult to pick out the most significant happening at L.S.S. in 1973, there were so many; but to re-cap some, here goes:

- . We acquired our 2nd single seater, a Skylark II, before the start of the season. It has been a welcome addition, however, on almost our last flying day the canopy departed from the plane on final. The subsequent landing was without event and we plan to fit a full canopy "a la" Skylark IV.
- . At the end of April we moved to our new field (see July '73 "Free Flight". Things then really started to move. Peter Flanagan achieved his Silver "C" in short order, after making many attempts at 5 hrs at the old field. He was followed later in the season by Joe Martin and Kurt Hertwig; all flew to Rockton (SOSA) for their cross country leg. We look forward to similar visits from SOSA and other pilots in the future. Just look for the red and white chequered hanger roof three miles west of Embro. Tom Grayson completed his 5 hrs also and is anxiously awaiting the new season.
- . Kurt Hertwig brought our private owners fleet to three (3) with his purchase of a L-23 (16 metre version). In this ship he put in a 7-hr flight on "Fly for Canada" day and along with Peter Lambert made worthwhile contributions to the contest fund.
- . An urgent problem at the new field was storage for the aircraft. Mike Frijters designed an excellent concept for hangars which even glider pilots could build, and build we did! By June the machines were under cover and we have 3 3/4 spaces for fully assembled planes in an interlocked "T" configuration, i.e.  $\perp \top \perp$ . The roof in red and white can be spotted from over five miles away, making a good aiming point at the end of an out and return. Included in the hangar is space for a club room which we hope to have habitable this year.
- . Many of our students soloed and several "C" badges were obtained. Although all of the solos are exciting particularly to the soloist, a noteworthy event was Terry Smith's. He was so overjoyed at being on his own that on the first available weekend he made 25 flights! This must be some sort of a record for a club operating aero-tow only.
- . Our first trophy, named the "Little Bowl" after Dave and June Little, who graciously presented it to the club, went to (you guessed it) Dave Little for the highest "recorded" height gain of 4,200'. Next year will see more competition for this attractive trophy, with a scramble for the barograph being routine.
- . Peter Flanagan gained his Instructor's rating and with the addition to the club of Ed Hollestelle as an experienced Tow Pilot and Instructor, our position in this respect has improved drastically.
- . Expansion of our fleet is assured with three homebuilts under construction and several more pending. George Nadalin started the ball rolling with his announcement of the procurement of an RSJ15 Kit. This is an ambitious undertaking and we look forward to its completion. Doug Girard and Dave Miller decided to shorten the building period by omitting most of the fuselage! They opted to



build a Pioneer II flying wing. It is planned for test flight in May, and at the present rate of progress should meet that date. This machine is certainly different and we look forward to seeing if its claimed performance is fact. Dave Little liked what he saw so much that he started construction on the same plane.

- . Social activities were not overlooked, a tremendous pig roast party was thrown by a group of recent solo and badge earners. The pig barbeque pit kicked off some thermals, as witness the simultaneous lift and mouthwatering smell half way along the down wind leg. The Steidl's hosted a wine and cheese party early in the new year ('74) which was well attended and enjoyed by all.

What more could one ask of a soaring year? Well, to cap it all off, we more than doubled the previous year's number of flights and increased our flight average to boot. This again, without incident (excepting the Skylark canopy), a happy note on which to end a successful year.



Joe Thompson



### LATE A.G.M. MEETING NEWS

The following information has been taken from a letter sent out to the SAC Directors regarding the arrangements made for the AGM, by Deryck Brown of Pioneer Soaring:

#### Friday Evening, March 22nd

The President's Suite has been reserved (Rm. 1131). A room has been reserved adjacent to this suite for entertaining approx. 25-30 people with a cash bar set up from 7:00 P.M. (Liquor 90¢; Beer 70¢). Bartender charge is \$2.50/hr plus any gratuity. A suite next door has been reserved for Pioneer Soaring for use as a base of operations for the organisers. The three suites (1131, 1133 and 1135) have been given to us at no charge for the entire weekend.

The hotel has agreed to a reduced room rate for attendees at the meeting. The rate will be \$20 single (Regular \$23) and \$28.50 twin (Regular \$32) in order to obtain this rate, the hotel requires that reservations be made direct to the hotel rather than through the computer system. The hotel is providing the stamped addressed postcards and we will get them to all members in Ontario and Quebec and to all the Clubs in the remainder of the country.

#### Saturday Morning, March 23rd

At 8:00 A.M. a registration table will be set up in the lobby for early registration.

The entire York Hall, on the ground floor, has been set aside for our use. Two sections will be opened up for the meeting, which will be set up theatre style for 200.

The Dining Room (96 seats) will be open for lunch at 12.00 noon. In addition the Lounge (120 seats) provides a sandwich service. Across the street is the Yorkdale Shopping Centre, which has several restaurants.

At 6:30 P.M. a cash bar has been arranged. Bar prices will be 70¢ for Beer, 90¢ for Liquor, \$1 for premium brands, \$1.15 for Liquors, \$1.35 for imported Liquors. The bar will remain open until 11.00 P.M., through the Dinner.

Dinner at 7:30 P.M. Prices for the meal are \$5.95 + 10% tax, 15% gratuity - total price \$7.50 per person.  
Children \$4.95 + 10% + 15% - total price \$6.00 per child.

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Anyone in the Toronto area able to assist should contact  
Deryck A. Brown, 11 Norbury Crescent, Scarborough, Ont.

SOARING ASSOCIATION OF CANADA

List of Member Clubs

\* -- Changes.  
+ -- Additions

1. QUEBEC & MARITIMES ZONE:

- Air Cadet League (Quebec), 5726 Sherbrooke St.W., Box 340, NDG, Montreal 260, P.Q.  
Appalachian Soaring Club, Box 271, Sherbrooke, P.Q.  
\* Buckingham Gliding Club, c/o P. Bisson, 150 Blvd. Greber, #305D, Pte. Gatineau, P.Q.  
Champlain Soaring Association, 11655 Laforest, Montreal 356, P.Q.  
Lahr Gliding Club, Maj. D.F. McIntosh, 1CAG Hq., S.O. Air, CFPO 5000, Belleville, Ont.  
Montreal Soaring Council, Box 1082, St. Laurent, Montreal 379, P.Q.  
\* New Brunswick Soaring Association, c/o Dr. A. Dobson, 521 Blythwood Ave., Moncton, N.B.  
Québec Soaring Club, Box 9276, Québec, Qué., G1V 4B1.  
Soaring Club of Nova Scotia, Box 513, Truro, N.S.  
Valley Soaring Society, C/o Mr. E.S. Hansen, Acadia University, Wolfville, N.S.

2. ONTARIO ZONE:

- Air Cadet League (Ontario), c/o J. Montle, 1107 Avenue Rd., Toronto, Ont. 2T4 1L5.  
Air Sailing Club, P.O. Box 2, Etobicoke, Ont. M9C 4V2.  
Belleville Flying Club (1960), c/o J.E. Marker, Box 322, Belleville, Ont.  
Bonnechere Soaring Inc., Box 1030, Deep River, Ont. K0J 1P0.  
Caledon Gliding Club, R.R. No. 1, Erin, Ont.  
Central Ontario Soaring Association, Box 762, Peterborough, Ont.  
Chatham Air Cadet Gliding Club, 561 Lacroix Street, Chatham, Ont. N7M 2X1.  
Erin Soaring Society, Box 523, Erin, Ont.  
Gatineau Gliding Club, Box 883, Station "B", Ottawa, Ont. K1P 5P9.  
Huron Soaring Association, c/o M. Badior, 435 Hugel Ave., Midland, Ont. L4R 1V4.  
Lakehead Gliding Club, Box 161, Station "F", Thunder Bay, Ont.  
London Soaring Society, Box 773, Station "B", London, Ont.  
North Bay Gliding Association, Box 1612, Hornell Heights, Ont.  
Pioneer Soaring Inc., c/o F. Simpkin, 29 Unicorn Ave., Willowdale, Ont.  
Provincial Motorgliding & Soaring Association, R.R. No. 2, Blackstock, Ont.  
Rideau Gliding Club, c/o H. Janzen, 172 College St., Kingston, Ont.  
SOSA Gliding Club, Box 654, Station "Q", Toronto 7, Ont. M4T 2N5.  
Toronto Soaring Club, Box 856m Station "F", Toronto, Ont. M4Y 2N7.  
Windsor Gliding Club, c/o H. Preiss, 2058 St. Anne, Windsor 35, Ont.  
York Soaring Association, Box 660, Station "Q", Toronto, Ont. M4T 2N5.

3. PRAIRIE ZONE:

- Red River Soaring Association, Box 1074, Winnipeg, Manitoba.  
Regina Gliding & Soaring Club, c/o Miss Audette, 10 Bole Pl., Regina, Sask. S4S 3W7.  
Winnipeg Gliding Club, Box 1255, Winnipeg, Man. R3C 2Y4.  
+ ACL (Sask), Mr. P. Jmaeff, 20 Acadia Bay, Regina, Sask. S4S 4T6

4. ALBERTA ZONE:

- Cold Lake Soaring Club, Box 1714, Medley, Alberta.  
Cu-Nim Gliding Club, P.O. Box 2275, Calgary, Alberta, T2P 2M6.  
Edmonton Soaring Club, Box 293, Edmonton, Alta.  
Red Deer Soaring Association, Box 963, Red Deer, Alta.  
Yukon Soaring Association, 508 Hanson St., Whitehorse, Yukon Territory.

5. PACIFIC ZONE:

- Air Cadet League (B.C.), c/o Capt. R. Lacerte, 8908 Glenwood St., Chilliwack, B.C.  
Alberni Valley Soaring Association, Box 201, Port Alberni, B.C.  
\* Comox Gliding Club, P.O. Box 238, Lazo, B.C. VOR 2K0.  
Kamloops Gliding Club, c/o D. Lurkins, 627 Alberni Street, Kamloops, B.C.  
Vancouver Soaring Association, 1461 Terrace St., North Vancouver, B.C.  
Van Isle Gliding Association, c/o R.J. Hansen, R.R. No. 2, Courtney, B.C.  
Wide Sky Flying Club, P.O. Box 3356, Fort St. John, B.C.

SOARING ASSOCIATION OF CANADA  
Box 1173, Stn. B, OTTAWA, Ont. K1P 5A0  
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List of Supplies

<u>ITEM NO.</u>	<u>D E S C R I P T I O N</u>	<u>P R I C E</u>
1.	F.A.I. Soaring Badges - "A" and "B"	
	(a) Button - Screw Back .....	\$3.25 ea.
	(b) Button - Clutch Back (Tie Back) .....	3.50 "
	(c) Pin - with Safety Catch .....	3.50 "
2.	F.A.I. Soaring Badges - "C" & above. (Prices in Item 5).	
3.	" Soaring Awards - Rules (Booklet) .....	0.25 (5/\$1.)
4.	" Sporting Code - (Booklet, English & French).	1.50 ea
5.	S.A.C. Application for F.A.I. Awards (4 pages) ....	0.10 "
6.	" Instruction Manual:	
	(a) Part I, Instructor's Guide .....	0.75 "
	(b) Part II, Air Instruction Notes .....	0.50 "
	(c) Part III Student's Notes .....	1.00 "
	(d) Air Cards (11 Plastic-Laminated) .....	3.00/set
7.	S.A.C. Tephigram & Weather Briefing (Booklet) ....	0.25 (5/\$1.)
8.	" Weather Briefing Form N-052 (8½ x 11 sheet).	No charge.
9.	" Application for Official Observer (1 " ).	" "
10.	" Blazer Crest (Navy Blue) .....	\$8.50 ea.
11.	" Decal .....	0.25 "
12.	" Tie (Navy Blue with Glider Design) .....	2.75 "
13.	" Cap (Red, Green or Blue with white crest) ..	3.50 "
14.	" Glider Pilot Log Book:	
	(a) Single copy .....	2.00 "
	(b) In quantity of 25 or more .....	1.50 "
15.	F.A.I. Cloth Badges - 3" Dia. - "C" Badge .....	0.75 "
16.	" " " - 3" Dia. - Silver Badge .....	1.50 "
17.	" " " - 3" Dia. - Gold Badge .....	1.50 "

NOTES:

- 1) Item 2 available ONLY from Mr. K. Round,  
10 St. Remy Drive,  
R.R. No. 3, Ottawa, K2C 3H2.
- 2) Item 5 available ALSO from K. Round.
- 3) Items 6(a), (b) & (c) make up the S.A.C. Manual.
- 4) Item 6(d) Air Cards size 5" x 8".
- 5) Make all cheques payable to S.A.C.

A P P E N D I X      "A"

TO

FREE FLIGHT ISSUE 1/74

FEBRUARY, 1974.

29TH ANNUAL GENERAL MEETING OF SOARING ASSOCIATION OF CANADA

23RD MARCH, 1974, HOLIDAY INN YORKDALE, TORONTO, ONT.

A G E N D A

Friday, 22nd March:

19:00 SOCIAL EVENING - President's Suite

Saturday, 23rd March:

09:00 REGISTRATION - Names & Clubs

10:00 OPENING FORMALITIES

10:30 COMMITTEE REPORTS

12:00 LUNCHEON

13:30 BUSINESS SESSION:

Insurance

Self Launching Sailplanes

Air Space

Contests - 1974 Nationals

- 1974 Regionals

- 1975 Nationals

OTHER BUSINESS

17:30 ELECTION OF 2 DIRECTORS-AT-LARGE

17:45 ADJOURNMENT

18:30 HAPPY HOUR

19:30 DINNER AND AWARDS

Report of Canadian Team at Waikerie

Sunday, 24th March:

09:00 S.A.C. DIRECTORS' MEETING

09:00 ONTARIO SOARING SOCIETY A.G.M.

ADMINISTRATIVE CENTRE FOR SPORTS RECREATION LIAISON-1973 REPORT

During the year, we experienced very poor service from the Administrative Centre with regard to the printing and mailing of our bulletin, "Free Flight". This became so bad during part of the year that we attempted to use our own printing equipment and still use the mailing service at the Centre, and this caused us more work than they have saved us by misplacing our complete membership list in their attempt to modernize and use a computer system.

In June, our President attended a CASF/Sports Canada meeting in Toronto concerning better service to Sport Governing Bodies by the Centre. It was agreed that the service provided would be improved as the need became identified, and that funds would be made available to increase the staff to support non-resident sports. This was done late in the year and it is hoped and believed that, with better administration at the Centre, our service will be improved and particularly "Free Flight" will be again available at more regular intervals.

At the end of the year, the Minister of National Health and Welfare announced that the Administrative Centre for Sports and Recreation will be incorporated as a non-profit corporation with a Board of Directors on which the Federal Government would have a majority control. Mr. L. Lefaive, presently Director, Sports Canada, will be the first President of the Corporation when it becomes established. When this was announced to our Association, our President wrote the Minister thanking him for the information and took the opportunity to advise him of the poor service we had received in 1973. This is another reason we are optimistic that our service will improve in the future.

Respectfully submitted,

W. J. Piercy



SOARING ASSOCIATION OF CANADA  
ASSOCIATION DE VOL A VOILE CANADIENNE  
Box 1173, Station B, Ottawa, Ontario K1P 5A0

Our File A-3

DEPARTMENT OF NATIONAL HEALTH AND WELFARE LIAISON REPORT

1973

It is regretted that we still have not received advice on the status of our claim for assistance to the 1972 World Championships.

A brief was submitted for assistance for 1973, identifying the following areas where we believed assistance was justifiable :

- a) 1974 world Gliding Championships.
- b) National Championships.
- c) Attendance at F.A.I., CIVV meetings.
- d) Travel expenses for Directors meetings.
- e) Assistance to support Instructors' Courses.
- f) Assistance, non financial, in liaison with MOT.
- g) Assistance from Administrative Centre.
- h) Long term goals.

The response to this letter indicated that financial support would be recommended for the 1974 World Championships. It appears that assistance to Nationals is not forthcoming where anyone can enter; the guide lines require some sort of elimination competitions. We have pointed out that this is not necessarily desirable or feasible in gliding and we hope to reach some compromise solution where subsidies may be claimed by those travelling great distances.

Response regarding attendance at CIVV meetings was really rapid. Our new Sports Consultant, Tony Golab, arranged for John Firth to attend the October CIVV meeting at very short notice.

It may be possible to obtain assistance with travel costs for Directors' meetings. This is to be further discussed.

Support to Instructors' Courses may be granted after review of a brief regarding each proposed course. The Instructors Committee will pursue this.

It is believed that the Federal Government is going to be increasing their level of support to worthwhile sporting and recreational activities so we must do our best to show that we are worthwhile. It is believed that our new consultant is interested and the future is considered promising.

Respectfully submitted,

T.R. Beasley,  
President.





REPORT ON FAI AWARDS FOR 1973

The total of FAI awards for 1973 was similar to that for 1972, apart from an 18% increase in the number of 'C' certificates issued. This increase in 'C' certificates may indicate a growing interest in the FAI awards program, and it is hoped that a corresponding increase in other badge awards will be seen in the years to come.

The 1973 statistics are summarised below with 1972 figures for comparison:

<u>BADGE</u>	<u>1973</u>	<u>1972</u>
Diamond	Nil	2
Gold	5	6
Silver	33	36
'C'	64	54

Seven new soaring records were also established in 1973. This is an unusually high figure for one year and is much to the credit of all concerned.

The paperwork involved in processing FAI claims and records is likely to increase year by year. Since it already represents a significant work load, we shall be seeking ways to streamline the handling of claims as much as possible in future. SAC members will help us greatly by adhering to the Sporting Code rules and by making all badge applications on up-to-date versions of the SAC form. The 10¢ fee for these forms seems to deter people from using them, and it is suggested that free distribution of new forms to all clubs be considered by the Association.

Official Observers should carefully check all applications before they countersign them. It has been discouraging to find that so many O.O's apparently do not take this responsibility very seriously. It may be helpful to list some of the most common errors and omissions encountered in the past year:

1. Incorrect fees sent (use of out-of-date application forms).
2. No barograph trace when required.
3. Barograph trace not properly certified by O.O.
4. Essential information lacking on barograph trace such as date of flight, pilot's name, aircraft details, instrument No. chart speed, etc.
5. No, or inadequate, barograph calibration when required.
6. No prints of turnpoint negatives, prints not certified and no orientation marked.

FAI AWARDS (Cont.)

7. No map covering route of cross country flights.
8. Signatures of witnesses and O.O's illegible (please print names and other identification data by signatures).

The quality of barograph calibrations is very variable. High quality calibrations and traces are required for all altitude records and marginal height gains. Perhaps someone could prepare an article on this rather technical matter for a future issue of Free Flight. Regulation of record attempts also requires much care. O.O's acting as timekeepers for speed attempts should be familiar with the chronometer calibration rules in the Sporting Code, and also the rules relating to time calibration of barograph chart speeds, maximum starting altitudes and turnpoint photographs.

To keep things in perspective, it should be mentioned that we received many excellently prepared applications which were a pleasure to process. Our thanks are due to these pilots and O.O's for the trouble taken to make our job easier.

In keeping with the times, our costs are continually rising. It has been necessary to raise the fee for a 'C' pin from \$3.00 to \$4.00 for 1974. As existing stocks of Silver badges and Gliding Certificates are exhausted, it will probably be necessary to raise fees for these items also. Details will be published in Free Flight at the appropriate time.

We would like to conclude by wishing all Canadian glider pilots a very happy and successful soaring season in 1974.

K.J. Round,  
SAC FAI Awards,  
January 6th, 1974.

(See next pages for Canadian Records &  
Soaring awards approved in Canada during 1973,  
compiled by Ken Round).

# CANADIAN GLIDING RECORDS & PERFORMANCES, AS OF DECEMBER 31, 1973

(In Kilometres, metres and kilometres per hour)

## Record or Performance

## Single Seat

	<u>Territorial</u>	<u>Citizen</u>	<u>Territorial</u>	<u>Citizen</u>
Free Distance	676.0 (DM)	724.0 (RC)	234.0 (AP)	234.0 (AP)
Free Distance (Female)	209.0 (AW)	149.0 (AC)	-	-
Declared Goal	676.0 (DM)	676.0 (DM)	153.0 (RS)	153.0 (RS)
Declared Goal (Female)	-	149.0 (AC)	-	-
Goal & Return	506.0 (HW)	526.0 (RC)	334.0 (DM)	334.0 (DM)
Gain of Height	7418.0 (WM)	7418.0 (WM)	7102.0 (RS)	7102.0 (RS)
Gain of Height (Female)	-	5898.0 (AC)	-	2987.0 (AC)
Absolute Altitude	9704.0 (WM)	10363.0 (WD)	9083.0 (RS)	9537.0 (WK)
Absolute Altitude (Female)	3940.0 (AW)	9772.0 (AC)	-	4207.0 (AC)
100 KM. Triangle	98.5 (DM)	113.0 (RC)	51.2 (GR)	51.2 (GR)
100 KM. Triangle (Female)	-	-	-	31.0 (AC)
200 KM. Triangle	91.6 (RM)	91.6 (RM)	42.8 (GB)	42.8 (GB)
200 KM. Triangle (Female)	-	68.7 (MB)	-	-
300 KM. Triangle	110.1 (RM)	91.3 (WM)	-	-
500 KM. Triangle	101.8 (RM)	101.8 (RM)	-	-
100 KM. Speed to Goal	-	-	47.0 (WC)	47.0 (WC)
200 KM. Speed to Goal	70.0 (JF)	70.0 (JF)	-	-
300 KM. Speed to Goal	108.6 (WM)	108.6 (WM)	-	-
400 KM. Speed to Goal	-	-	-	-
500 KM. Speed to Goal	97.1 (DM)	97.1 (DM)	-	-

## NAMES OF HOLDERS:

AC - Mrs. A. Cservenka  
 AP - A. Pow  
 AW - Mrs. A. Williams

DM - D. Marsden  
 GB - G. Buhr  
 GR - G. Redzich

HW - H. Werneburg  
 JF - J. Firth  
 MB - Mrs. M. Barritt

RC - R. Cook  
 RM - R. Mamini  
 RS - R. Shirley  
 WC - W. Chmela  
 WD - W. Deleurant  
 WK - W. Krug  
 WM - W. Mix

\* CITIZEN - Obtained by Canadian in any country  
 \* TERRITORIAL - Obtained by Canadian in Canada



SOARING ASSOCIATION OF CANADA  
ASSOCIATION DE VOL A VOILE CANADIENNE  
Box 1173, Station B, Ottawa, Ontario K1P 5A0

Our File A-7

SOARING AWARDS APPROVED IN CANADA DURING 1973

Soaring Records

Straight Distance (Feminine) Antonia Williams 209.1 Km 31st. July.  
Distance Goal and Return Helmut Werneberg 506 Km 16th July.  
Absolute Altitude (Feminine) Antonia Williams 3940m 31st. July  
200 Km Speed triangle Richard Mamini 91.6 Km/hr. 29th June.  
300 Km Speed triangle Richard Mamini 110.1 Km/hr 21st. May.  
500 Km Speed triangle David Marsden 80.2 Km/hr 11th. May  
500 Km Speed triangle Richard Mamini 101.8 Km/hr 2nd June.

Gold Badges

No. 102	Manfred Radius	No. 105	Gunter Geyer-Doersch
103	Kurt Moerschner	106	Steve Simon
104	Charles Wilson		

Silver Badges

No. 336	Jeffrey Tinkler	No. 353	Ralph Webber
337	Keith Duckham	354	David Williams
338	Donald Dunn	355	Oswald Maranta
339	Peter Flanagan	356	Christopher Wilson
340	James Henry	357	Joseph Martin
341	Richard Tucker	358	Richard Wagner
342	Heinz Pominger	359	Larry Riegert
343	Eric Newsome	360	Kurt Hertwig
344	P. Burgess	361	Karl Svatos
345	Harold Kirschner	362	Poland Boesch
346	Jack Dodds	363	Cedric Greenhill
347	John McManus	364	Peter Pawes
348	Hanspeter Roth	365	Peter Burgess
349	Gordon Bruce	366	Norman Taylor
350	Neil MacDougall	367	Otto Bandmann
351	Walter Morris	368	Richard Bernard
352	T. Oldaker		

'C' Badges and Gliding Certificates

No. 1038	Hazel Flint	No. 1068	Donald Parker
1039	Geoffrey Le Preton	1069	Richard Ksander
1040	John Paterson	1070	David Little
1041	J. Fisher	1071	Heinz Pominger
1042	Dennis Goulin	1072	Julian Audette
1043	Harald Milgner	1073	Robert Holt
1044	Walter Tremmel	1074	Kurt Hertwig
1045	Perend Dekker	1075	William Brent
1046	Andris Mikelsons	1076	Oswald Maranta
1047	Hans Konig	1077	David Chinn
1048	Lene Holm	1078	James Macaulay
1049	Garry Droppo	1079	Jean-Pierre Mathieu
1050	Anthony Firth	1080	G. Wood
1051	Robert Brown	1081	Michael Henry
1052	John Mackie	1082	Warren Thurston
1053	Richard Tucker	1083	David Pearson
1054	Francois Bourassa	1084	G. Boily
1055	Alan Macmenemey	1085	Larry Riegert
1066	Manfred Radius	1086	Luc Morin
1067	Ken Peister	1087	Nils Paulsen



SOARING ASSOCIATION OF CANADA  
ASSOCIATION DE VOL A VOILE CANADIENNE  
Box 1173, Station B, Ottawa, Ontario K1P 5A0

Our File A-8

'C' Badges and gliding certificates (cont.)

No. 1088 Louise Ouellet  
1089 Janis Apsitis  
1090 Eric Ponaasen  
1091 Wilson Quigley  
1092 Loyd Haffey  
1093 Frank Winteregger  
1094 Brent Turnbull  
1095 Lawrence Miller  
1096 Martin Steidl  
1097 Robert Craven  
1098 Roland Roesch  
1099 Charles Pandon

No. 1100 Barry Holland  
1101 Cedric Greenhill  
1102 Peter Masak  
1103 Gerhard Ehmcke  
1104 David Miller  
1105 Harvey Ruddell  
1106 Thomas Milc  
1107 Edgar Flak  
1108 Kurt Moser  
1109 K. Walker  
1110 William Evans  
1111 Maurice Aubut

Badge Legs Approved (Other than for completed badges)

Diamond Distance to Goal

Charles Wilson  
Gunter Geyer-Doersch  
Steve Simon

Diamond Distance

Peter Gaettens  
Helmut Werneburg

Diamond Altitude

Charles Wilson  
Chester Zwarych  
Heinz Rominger  
James Brayshaw  
Eric Ponaasen  
Larry Piegert

Gold Altitude

Chester Zwarych  
Larry Piegert  
Eric Ponaasen  
Richard Bernard

Gold Distance

Peter Gaettens

Silver Distance

Gerhart Weinison  
Kenneth Walker  
G. Wood  
Peter Burgess  
David Robins

Silver Altitude

Walter Tremmel  
D. Clarke  
K. Horky  
Hans Vonig  
John Southworth  
Glen Fraser  
Gerhart Heinison  
Francois Bourassa  
W. Brent  
J. Anderson  
G. Wood  
D. Wilson  
S. Burns  
Luc Morin  
Gilles Boily  
Eric Ponaasen  
Donald Parker  
Nils Paulsen  
Alfred Liepold  
Claus Mann  
Gary Droppo  
David Little  
Thomas Milc  
K. Walker

Silver Duration

Walter Tremmel  
Andris Mikelsons  
C. Jurgensen  
John Southworth  
William Gardiner  
Don Triffon  
Eric Ponaasen  
A. Marcuis  
R. Dekker  
William Oke  
Gilles Boily  
Lawrence Miller  
Donald Parker  
Nils Paulsen  
Robert Pullin  
Claus Mann  
Thomas Grayson  
Peter Masak  
Thomas Milc

## FITNESS & AMATEUR SPORT DIRECTORATE LIAISON - 1973 REPORT

### Assistance for 1973 Canadian National Championships

There was no assistance during 1973 - the last time assistance was obtained was in 1969. Since then, the terms of reference are such that the Directorate Assistance in any one year will be for either National or International Championships, but not both. Although there was no International competition in 1973, preparations were being made to send a Canadian Team to Australia in January, 1974. Consequently, a brief was presented to the Directorate by our President in order to try to obtain assistance for the '73 Nationals. The reply from the Directorate was, as follows:

"The Championships are supported only when in the opinion of this Branch, this competition is truly national in scope. Participants at the National's should have earned the right to compete through zone elimination competitions. Submissions for assistance should in detail describe the format of these zone competitions detailing information concerning the various classes, the location, numbers of competitors, and a detailed estimate of the costs of providing travel assistance to the Nationals".

More thought will need to be applied to ways and means to organize our Nationals so they will be eligible for assistance.

### Assistance for World Gliding Championships - Australia January, 1974

A brief to the Directorate was presented by our President during 1973, and the Directorate advised it was prepared to recommend the following assistance to the Minister:

#### (a) Transportation of Personnel

A total cost of \$11,476.00 is calculated as being necessary to transport the Canadian Team of 13 individuals. This figure includes a deduction of the Qantas subsidy of \$9,657.

The Directorate will recommend the assistance of 75% of \$11,476 or a total of \$8,607.

#### (b) Equipment

At the time of this report, the expected glider rental required is  $3 \times \$1,000 = \$3,000$ .

The Directorate will recommend the assistance of 50% of the actual rental costs for three gliders to a maximum of \$1,500, whichever is the lesser.

...../2



It is expected that three glider retrieval vehicles will be required at  $3 \times \$200.00 = \$600.00$

The Directorate will recommend the assistance of 50% of the actual rental costs for three retrieval cars to a maximum of \$300.00, whichever is the lesser.

It is estimated that the glider retrieval mileage will be  $3 \times 15\text{¢/mile} \times 2,000 \text{ miles} = \$900.$

The Directorate will recommend the assistance of 50% of the actual mileage costs for three retrieval cars to a maximum of \$450.00, whichever is the lesser.

#### International Gliding Committee Meeting (CIVV)

For the first time in 1973, the Directorate was "prepared to provide up to 100% of actual travel costs for one delegate to attend an official international meeting or congress convened by the international body."

John Firth, Chairman of our F.A.I. Committee, attended the meeting in October, 1973, in Paris, France.

#### Assistance for Two Instructors' Courses - 1973

There was no assistance during 1973. In the brief to the Directorate, this subject was put forth for clarification. The reply was that "the Directorate is prepared to consider a request of this nature on a special submission basis, not as an annual commitment. Requests should be detailed and costed".

A submission will be prepared for the two 1974 Instructor Courses.

#### Education Grants-in-Aid to Canadian Student Athletes - 1973

The purpose of these grants is to assist Canadian athletes who wish to combine both their education and competitive careers. The training and competitive demands on the best young athletes have little opportunity for them to raise funds for educational purposes. Also, such awards should encourage Canadian athletes to attend Canadian education institutions.

As a result of the announcement of this program again for 1973 in issue 1/73 of "Free Flight", there were 12 applicants for the three types of grants - \$1,800 for students in degree programs, \$1,200 for those in community college programs, and \$600 for students in high school programs.

In 1973, Peter Lamla, of Vancouver Soaring Association, was a successful candidate of the degree program.

It is believed these grants may continue in future years, and application forms will be available at various schools and colleges. This committee should be advised of deserving candidates in any of our Member-Clubs.

Respectfully Submitted,

W. J. Piercy



INSTRUCTOR'S COMMITTEE ANNUAL REPORT

-1973-

INSTRUCTOR CLASSIFICATIONS

During 1973 there were 21 new instructors classified under Class III, 6 less than in 1972.

A total of 11 instructors were classified under Class II, 8 of whom were initially classified in Class II, and 3 were re-classified from Class III.

Twelve instructors were classified under Class I, three of whom were initially classified in this Class, seven were re-classified from Class II, and two from Class III.

In summary, at the end of 1973, there were a total of 347 classified instructors in Canada - an increase of 32 during the year. A comparison for the last three years 1971, 1972 and 1973 is shown in the table:

<u>YEAR</u>	<u>CLASS I</u>	<u>CLASS II</u>	<u>CLASS III</u>	<u>TOTALS</u>
1971	118	40	89	247
1972	138(+20)	49(+2)	116(+16)	303 (+38)
1973	+3(New)	+8(New)	+21(New)	
	+7(From II)	+3 (From III)	-3 (To II)	
	+2(From III)	-7 (To I)	-2 (To I)	
TOTALS	150 (+12)	60 (+4)	137 (+16)	347 (+32)

INSTRUCTION MANUAL

Sales of the Manual were successful during the year and it was necessary to print additional copies of Parts I and II as well as to obtain a new supply of 5" x 8" laminated air cards. The Committee recommends that each club purchase a set of the plastic air cards for installation into each of its two-seater gliders. The text of the XIV stages will then be available, at all times, to each instructor of each club.

INSTRUCTORS' COURSESWestern Course

The Western Course was held at CFB Penhold, Red Deer, Alberta, during the period April 14 to 20, 1973. There were 19 attending from 8 Western Clubs. The usual lecture support in aerodynamics and meteorology was available from Edmonton Regional Office.

### Eastern Course

The Eastern Course was held again at Pendleton Gliderport, with the kind permission and assistance of Gatineau Gliding Club. This was the largest Course to date, with 30 Candidates from 16 Eastern Clubs, and the period was from May 20 to 26, 1973. Guest lecturers from M.O.T. and Environment Canada were in attendance, as well as an observer from Examination Branch of M.O.T., Ottawa.

Again in 1973, the Candidates, for each Course were asked to advance a registration fee of \$20.00 each to be forfeited if a candidate did not attend. This Committee advocates that each fee should be paid by the Club for each candidate, and the Club should ensure that a candidate shows up for each advance registration. This Club's contribution of \$20.00 for each of its candidates would be a token contribution towards the amount expended by a candidate in attending the Course, so he may do a better job of instructing students in his Club.

### ANNUAL INSTRUCTOR'S AWARD

This Award recognizes annually the instructor who is believed to have contributed most to Canadian gliding during the year.

The number of instructional flights during the year are, of course, important in assessing points for the Award. Other aspects are also taken into consideration - such as Office he held in his Club or S.A.C.; the number of years he has been instructing; the number of talks or lectures he has given on gliding during the year; and miscellaneous items such as personal contribution toward operation of Club, or maintenance of Club equipment, etc. The Committee believes that the method of evaluating the nominees is equitable when applied to an instructor from a Club of any size.

At this date, the nominees are still being submitted by the Clubs. The Winner and the two Honorable Mention instructors will be named at the A.G.M., at Toronto, Ontario on March 23, 1974.

Respectfully submitted,

W. J. Piercy.



SOARING ASSOCIATION OF CANADA  
ASSOCIATION DE VOL A VOILE CANADIENNE  
Box 1173, Station B, Ottawa, Ontario K1P 5A0

Our File **A-13**

INFORMATION BULLETIN

TITLE

NO. P 1/74

To provide a sample initial letter of recommendation, acceptable to MOT, for the endorsement of a licenced glider pilot to become a Glider Instructor. The pilot is ALSO the holder of a Canadian Commercial Licence, with valid Flight Instructor Rating (Aeroplane).

DETAIL

1. See attached sample letter of recommendation.
2. See attached for correct method of filling out MOT Form 26-0083, entitled, "Flight Crew Licences - Application for Endorsement". This must be filled out in DUPLICATE.
3. With regard to Experience, the applicant shall have:
  - (a) A Commercial or higher pilot licence valid for aeroplane privileges, and also possess a valid Flight Instructor Rating (Aeroplane).
  - (b) Completed a minimum of 25 flights in gliders, of which not less than 10 flights shall have been completed in a two-seat glider.
4. A fee of \$5.00 is required for initial applications.
5. Current medical status must be satisfactory.
6. Both the letter of recommendation and the application forms may be signed by any licenced glider instructor, but in an SAC Club it is preferable that the CFI handles it.
7. The Glider Instructor Training (2 hours of the 10.5 total Instructor training hours in the sample) is supported in the pilot's log book by notations, "training as glider instructor" - "back seat glider check-out", etc.

Recommended By: \_\_\_\_\_

Approved By: \_\_\_\_\_

Date: \_\_\_\_\_

NOTE:

INFORMATION BULLETINS are issued in 3 series: P - Pilot, T - Technical and O - Operations or Organization.

These BULLETINS are issued in the interests of complete and correct dissemination of information.

(Club Letterhead)

(M.O.T. Regional Office)

Dear Sir:

RE: GLIDER INSTRUCTOR RATING ENDORSEMENT - MR. J. W. SMITH, YZG 000 & YZP 00100

This is to certify that Mr. J. W. Smith, 100 Main Street, Toronto, Ontario has completed a total of 29 flights in gliders, of which not less than 10 flights have been completed in a 2-seat glider. Mr. Smith holds a Canadian Commercial licence valid for aeroplane privileges, and also possesses a valid Flight Instructor Rating (Aeroplane). His certified log books and two copies of Application for Endorsement are enclosed to show his current glider and power experience.

Mr. Smith is considered to have reached a satisfactory standard of experience, knowledge and skill to act as a glider instructor. He is also familiar with current instructional techniques for both gliders and powered aircraft, and it is, therefore, recommended that he be issued with a glider instructor rating.

A cheque for the \$5.00 fee is enclosed.

Yours truly,

J. Doe  
(signed)

John Doe, YZG 001  
Chief Flying Instructor

Enclosure

**(A-15 - sample DoT licence application form omitted)**



**SOARING ASSOCIATION OF CANADA  
ASSOCIATION DE VOL A VOILE CANADIENNE**  
Box 1173, Station B, Ottawa, Ontario K1P 5A0

INFORMATION BULLETIN

TITLE

NO. P 2/74

To provide a sample initial letter of recommendation for the present holder of a Glider Instructor Rating to obtain an acrobatic endorsement.

DETAIL

1. See attached sample letter of recommendation.
2. See attached for correct method of filling out MOT Form 26-0083, entitled, "Flight Crew Licences - Application for Endorsement". This must be filled out in DUPLICATE.
3. In order to obtain an acrobatic endorsement, an applicant shall have:
  - (a) Provided to the appropriate Regional Superintendent, Air Regulations a recommendation from the holder of a Glider Instructor Rating with acrobatic endorsement certifying that he has demonstrated his ability to perform and instruct on acrobatic manoeuvres in gliders, or
  - (b) Demonstrated his ability to perform and instruct on acrobatic manoeuvres to the satisfaction of a Ministry of Transport Flight Training Standards Inspector.
4. A fee of \$5.00 is required for initial applications.
5. Current medical status must be satisfactory.
6. The letter of recommendation and the application forms MUST be signed by a Glider Instructor with acrobatic endorsement. An alternative method is covered in 3 (b) above.
7. The acrobatic training (2.5 hours in the sample) is supported in the pilot's log book by notation, "acrobatic training", etc.

Recommended By: \_\_\_\_\_

Approved By: \_\_\_\_\_

Date: \_\_\_\_\_

NOTE:

INFORMATION BULLETINS are issued in 3 series: P - Pilot, T - Technical and O - Operations or Organization.

These BULLETINS are issued in the interests of complete and correct dissemination of information.

(Home address of Instructor with acrobatic endorsement)

or

(Club Letterhead)

(M.O.T. Regional Office)

Dear Sir:

RE: ACROBATIC ENDORSEMENT - MR. J. SMITH, YZG 000

This is to certify that Mr. J. W. Smith, 100 Main Street, Toronto, Ontario has demonstrated his ability to perform and instruct acrobatic manoeuvres in gliders. His certified log book and two copies of Application for Endorsement are enclosed to show his current glider instructing and acrobatic experience.

Mr. Smith is considered to have reached a satisfactory standard of experience, knowledge and skill to be able to include the teaching of acrobatic manoeuvres along with his regular gliding instructor duties. It is, therefore, recommended that he be granted an acrobatic endorsement.

A cheque for the \$5.00 fee is enclosed.

Yours very truly,

J. Jones  
(Signed)  
John Jones, YZG 003

Enclosure

**(A-18 - sample DoT licence application form omitted)**



SOARING ASSOCIATION OF CANADA  
ASSOCIATION DE VOL A VOILE CANADIENNE  
Box 1173, Station B, Ottawa, Ontario K1P 5A0

Our File A-19

MEMBERSHIP REPORT

1973

During this past year there was a dynamic growth in the Association. From a membership total of 931 in 1972 it has grown to 1301 in 1973. This is an increase of 370 members or 39.7% ; the greatest growth in any year since 1963 as shown on the Membership Curve Chart. This is due, in part at least, to the S.A.C. membership requirement for insurance coverage for clubs participating in the Insurance Plan. It is interesting to note that the number of members this year is just 5 less than double that of 1963 which was 653.

There are forty four clubs registered in the Association. Three new clubs have joined during the year - Huronia Soaring Association (Ont), A.C.L.(B.C.), and wide Sky Flying Club (B.C.). A new club has been formed in Nova Scotia, the Valley Soaring Society, but has not officially joined the Association as yet. Two clubs were disbanded during the year - Algoma Soaring Club (Ont) and the Melville District Gliding & Soaring Club (Sask).

During the year a form letter for submitting membership registrations and insurance coverage was introduced. It has proven to be a great time saver and also eliminates much guesswork on my part in processing memberships. I would encourage all membership secretaries to adopt its use. A vote of thanks is due to John Chamberlin, SOSA Gliding Club, for its design.

Regretfully, delays were encountered again with the publications of Free Flight. The mailing lists at the Administrative Centre of the Canadian Amateur Sports Federation were computerized and many errors, causing long delays, occurred while the new system was being established. A Director, Mrs. Jo-Anne Lawson, was hired by the Centre to look after the interests of the Non-Resident Sports in the latter part of the year and I feel confident that the service will improve in the future.

In closing this brief report, I extend my sincere thanks to all secretaries for the good cooperation and assistance which I have received. I enjoy your letters containing news of your club's activities - I regret that time does not always permit me to answer them all.

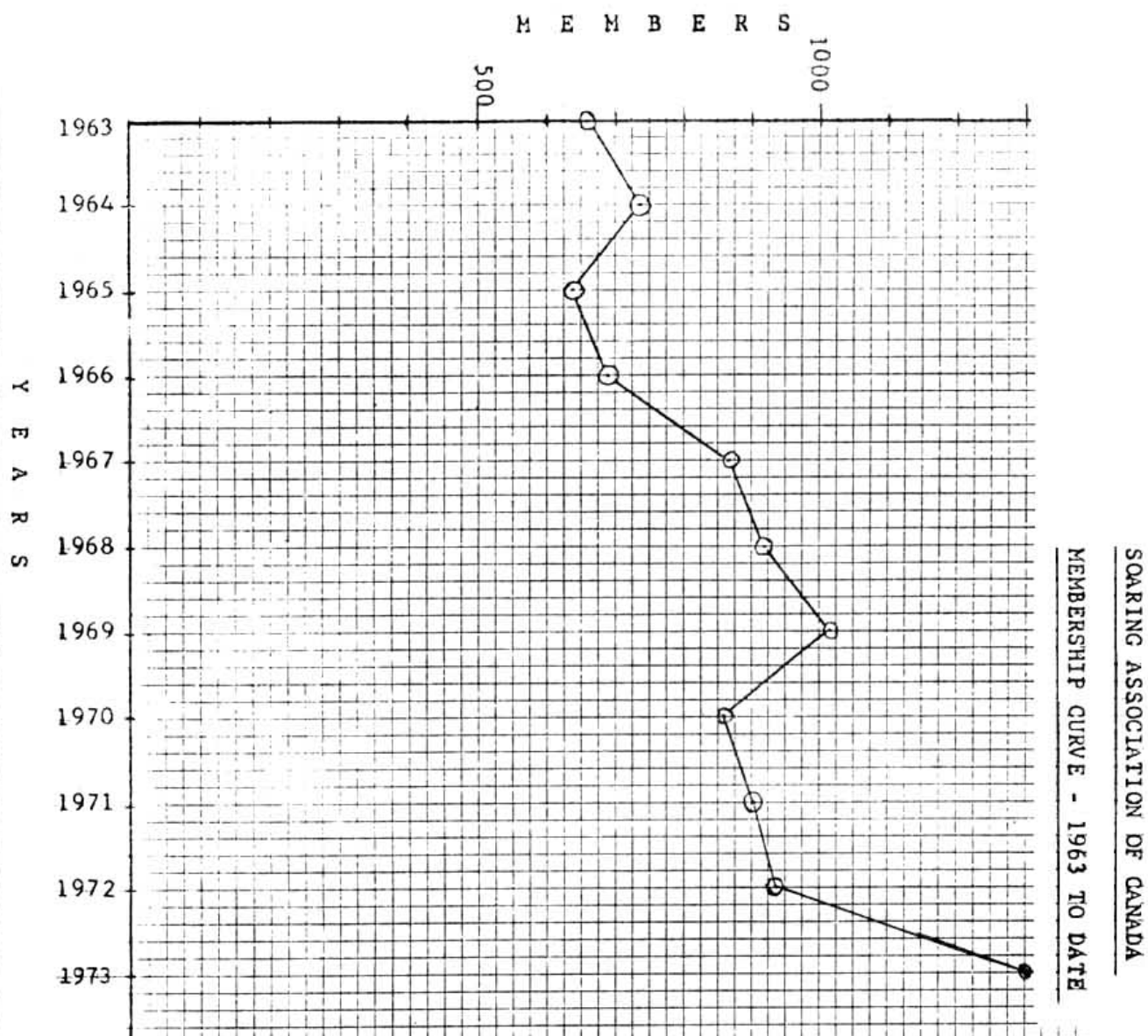
Respectfully submitted,

Terry Tucker

Secretary

December, 1973





YEARS	MEMBERS	% ANNUAL INCREASE
1963	653	
1964	734	
1965	647	
1966	691	
1967	869	
1968	923	
1969	1022	+10.8
1970	853	-16.5
1971	900	+5.5
1972	931	+3.4
1973	1301	+39.7
Average		+6.0



SOARING ASSOCIATION OF CANADA  
ASSOCIATION DE VOL A VOILE CANADIENNE  
Box 1173, Station B, Ottawa, Ontario K1P 5A0

Our File A-21

SELF LAUNCHING SAILPLANES COMMITTEE REPORT - 1973

MDT has finally produced some draft legislation in response to our suggestions and meetings.

These proposals have been copied to all persons who have been in correspondence regarding the S.L.S., and also to all Directors.

At the time of writing, a complete analysis of the response has not yet been prepared. When this is completed we will prepare a detailed counter-proposal to MDT. For the moment it is sufficient to say that we could live with the proposals but we do not like them.

Respectfully submitted,

T.R. Beasley,  
Chairman, S.L.S. Committee  
December, 1973

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REPORT OF SAC RADIO COMMITTEE  
FOR 1973

No matters concerning the use of radio communications or equipment which might affect the soaring movement in Canada have come to my attention during the past year. Therefore I feel that we might safely say that the Committee has nothing to report.

Respectfully submitted,

C.F. Pattenson,  
Chairman, Radio Committee



SOARING ASSOCIATION OF CANADA  
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Our File

A-22

TECHNICAL COMMITTEE ANNUAL REPORT 1973

Outstanding Items from Last Year's Report:

Zugvogel 111-B :

Documentation was completed and a recommendation made to MOT  
for granting Type Approval.  
Type Approval G - 95 was granted.

Kestrel 19:

Type Approval G - 93 was granted.

ASw - 12 :

Documentation was completed and Type Approval recommended.  
Type Approval G - 94 was granted.

Other work :

Some owners of European gliders had been involved in problems with  
MOT Regional Offices regarding use of metric flight instruments. Negotiations  
resulted in MOT agreeing that only the altimeter need be in feet.

The Technical Committee has continued to review airworthiness  
directives received from foreign sources. It is hoped to institute a system  
where we are able to advise owners of specific types of any data we receive.  
MOT has cooperated by supplying a 'gliders only' copy of the civil register  
from which we can institute a breakdown by types.

Respectfully submitted,

T.R. Beasley  
Chairman, Technical Committee  
December, 1973



SOARING ASSOCIATION OF CANADA  
ASSOCIATION DE VOL A VOILE CANADIENNE  
Box 1173, Station B, Ottawa, Ontario K1P 5A0

Our File A-23

CLUB AND FLYING STATISTICS - 1973.

CLUB: \_\_\_\_\_

1. Number of Towplanes \_\_\_\_\_
2. Number of Winches \_\_\_\_\_
3. Number of Gliders:      Active      Inactive      Being Built  
    Club Gliders      \_\_\_\_\_      \_\_\_\_\_      \_\_\_\_\_  
    Private Gliders      \_\_\_\_\_      \_\_\_\_\_      \_\_\_\_\_
4. Glider Flights & Cross-Country Miles:  
                                 Flights      Hours      Cross-Country Miles  
    Club Equipment      \_\_\_\_\_      \_\_\_\_\_      \_\_\_\_\_  
    Private Equipment      \_\_\_\_\_      \_\_\_\_\_      \_\_\_\_\_
5. Launch Method (x )  
    Aerotow      \_\_\_\_\_  
    Winch      \_\_\_\_\_  
    Auto      \_\_\_\_\_
6. Number of Students receiving MOT Glider Pilot Licence \_\_\_\_\_
7. Number of "A" Badges issued \_\_\_\_\_
8. Number of "B" Badges issued \_\_\_\_\_
9. Number of "C" Badges issued \_\_\_\_\_

Please fill out and return as soon as possible to:

Dr. J. Tinkler,  
364 Waverley Street,  
WINNIPEG, Man. R3M 3L3



AIRSPACE COMMITTEE ANNUAL REPORT

1973

The main concern for our committee this year has been the implementation of the VITAS recommendations in the form of Terminal Radar Service Areas (TRSA). These areas will be incorporated around Montreal, Ottawa, Winnipeg, Calgary, Edmonton and Vancouver at various dates throughout 1974. Basically the TRSA airspace will encompass an area enclosed by a 22 nautical mile radius, centred on the terminal radar antenna on the airport. It will begin at approximately 2000 feet above ground and extend vertically to 9500 feet above sea level. To operate within this area it will be necessary to have two-way VHF radio capable of contacting the TRSA controller. Minimum pilot licence will be 'private pilot', however each MOT region will have the authority to grant a waiver for glider pilots with only a glider pilot licence. If your club operates within the TRSA area of the previously mentioned location plus Toronto, I would suggest you contact your regional Air Traffic Services Manager and open up talks on the waiver. Eventually, if this TRSA system works as expected and is able to improve the safety factor within the area, it is a distinct possibility that the 22 nautical mile radius will be extended to 30 nautical miles, with the TRSA base for these last eight miles being approximately 5000 feet above ground level.

I am still attempting to get the MOT officials (Chairman - Archie Novakowski) to modify the TRSA AND from the private pilot licence to glider pilot licence. If I'm unable to achieve our aim, please bring any problems that you might encounter on the granting of the 'licence waiver' to me, as soon as possible.

For clubs that operate well within the outer limit of the TRSA, it will be necessary to negotiate for a reservation. The Winnipeg Gliding Club is an example, with our club gliderport only 17 nautical miles from the centre of the International Airport. We have had two meetings with MOT to discuss the situation and have reached a satisfactory solution. For those of you who know the area, our airspace will be bounded on the north by CPR tracks, on the east by provincial road 412 and on the south by the Trans-Canada Highway. The TRSA base will be 2800 feet above sea level at Winnipeg. The area from the ground up to the TRSA base and described as bounded by the above landmarks will be known as 'Alert Area - Glider Flying and Aerobatics'. If we wish to penetrate up into the TRSA

cont'd



SOARING ASSOCIATION OF CANADA  
ASSOCIATION DE VOL A VOILE CANADIENNE  
Box 1173, Station B, Ottawa, Ontario K1P 5A0

Our File  
A - 25

Air Space Comm.... page 2

without radio, it will be necessary to phone ATC for a release on the airspace. For instance, we could request 7000 feet ASL and down, it would be approved, or modified on the basis of current or anticipated TRSA traffic. Not a bad compromise really because we will be guaranteed that no IFR aircraft will enter our airspace - ever been on top of a DC-8 or stared into the intakes of a Voodoo - if you have you will know what I mean. The WGC pilots on the whole are philosophical about the need to buy radios (about \$500 complete for 100 channels) as there will be no doubting the improved safety in the local area around the gliderport and in addition, we will be able to transmit some of the excitement of soaring down to the ground through our ground station.

The wave flying area at Cowley is being enlarged to allow for better descent areas. The program is now in the hands of Bruce Hea and the Alberta Soaring Council, as they are the pilots who utilize the area the most and have the obvious expertise to talk to MOT on their needs. As a consequence of SAC's entry into high altitude airspace, previously restricted to VFR aircraft, the new ANO being issued which lowers the base of the Southern Control Area from FL230 to FL180 will have a clause allowing the Director General of Civil Aeronautics to permit access into the IFR domain. Under previous ANO's this wasn't included - so chalk one up for our side! How about finding those wave areas in the Gatineaus? Your key to the upper airspace is now secure due to the experience gained at Cowley, Alberta. All that is needed is a request through MOT to open up new areas.

A new topic that could be investigated this year is cloud flying. This item has been mentioned to MOT twice now - initially in our 'brief' of 1972 and again at the 1973 AGM. I personally think it would be an exciting new area to explore. (If you have read Mike Field's description of his record altitude flight in England last summer, you know what I'm getting at). Of necessity, the whole program would have to be SAC organized so that there would be absolutely no possibility of inadequate training with cloud flying ratings being granted after an intensive training course. I'm sure there are numerous pilots who are IFR rated who could be persuaded to pass on their experience as course instructors. I don't believe that airspace necessary for such a course would be a problem, except that it would have to be well of airways and outside of controlled airspace.

Give it some thought - let us know what you think at the AGM.

Dave Tustin



## STANDARD CLASS

## 14TH WORLD GLIDING CHAMPIONSHIPS, WAIKERIE, S.AUSTRALIA

REG.	PILOT	COUNTRY	AIRCRAFT	Day 1 Points	Day 2 Points	Day 3 Points	Day 4 Points	Day 5 Points	Day 6 Points	Day 7 Points	Day 8 Points	Day 9 Points	Day 10 Points	Day 11 Points	Total Points	Final Place
LS	H. REICHMANN	W. GERMANY	LS-2	6	903	944	873	959	923	781	1000	985	1000	951	9325	1
ZR	I. RENNER	AUSTRALIA	STD. CIRRUS	14	983	718	1000	930	999	953	993	958	945	813	9296	2
FK	F. KEPKA	POLAND	STD. JANTAR	66	917	627	932	969	922	913	957	1000	963	1000	9266	3
LF	B. FITCHETT	GT. BRITAIN	STD. CIRRUS	19	957	976	762	972	962	906	957	880	894	853	9138	4
GB	R. GORDON	NEW ZEALAND	LIBELLE H301	11	998	951	916	933	795	783	955	912	911	891	9056	5
FM	M. MERCIER	FRANCE	LS-ID	102	940	1000	854	922	968	820	933	891	800	770	9000	6
RB	A. CAMERON	NEW ZEALAND	LIBELLE H301	70	914	910	918	848	874	783	938	878	934	820	8887	7
SW	S. WUJCZAK	POLAND	JANTAR STD.	0	898	604	912	919	899	803	938	920	961	966	8820	8
TI	B. GREENE	U.S.A.	STD. CIRRUS	14	841	702	841	895	959	869	938	886	793	675	8418	9
GA	K. AHRENS	W. GERMANY	STD. CIRRUS	0	814	604	856	936	834	829	859	912	951	795	8390	10
SL	G. ANDERSSON	SWEDEN	STD. CIRRUS	14	736	892	917	669	681	888	938	838	935	859	8367	11
YZ	A. PETTERSSON	SWEDEN	STD. CIRRUS	78	694	979	856	1000	94	836	938	899	943	888	8210	12
FN	R. NURMINEN	FINLAND	PIK 20	0	994	213	842	881	885	899	861	862	869	881	8187	13
SQ	D. PARE	HOLLAND	STD. LIBELLE	21	715	947	872	861	863	726	852	749	784	763	8153	14
FP	J. PENAUD	FRANCE	LS-ID	108	736	598	859	841	800	806	933	887	784	769	8121	15
CT	ORLEANS-BORBON	SPAIN	STD. LIBELLE	0	993	852	866	230	782	959	797	803	913	879	8074	16
TB	T. BELTZ	U.S.A.	STD. CIRRUS	34	910	526	707	967	981	256	938	959	867	867	8012	17
BW	D. WEBB	CANADA	STD. LIBELLE	14	711	224	920	862	833	873	938	850	825	910	7960	18
GC	M. BRADNEY	AUSTRALIA	STD. CIRRUS													
TT	P. TEUNISSE	HOLLAND	STD. CIRRUS	14	811	204	841	814	1000	1000	935	920	404	817	7760	20
SF	F. STRUKELJ	YUGOSLAVIA	STD. CIRRUS	3	916	552	318	917	979	811	938	907	963	246	7550	21
ZO	H. FREHNER	SWITZERLAND	STD. CIRRUS	22	722	265	739	826	577	912	868	865	919	829	7544	22
XZ	S. OYE	DENMARK	ASW-15	5	680	633	847	650	945	872	933	903	233	777	7478	23
CY	H. NIETLISPACH	SWITZERLAND	STD. LIBELLE	41	761	187	697	798	767	819	938	846	801	688	7343	24
JW	J. WILLIAMSON	GT. BRITAIN	STD. LIBELLE	3	224	348	737	774	881	942	883	844	890	790	7316	25
ZE	O. SORENSEN	DENMARK	STD. LIBELLE	14	187	552	804	684	910	893	811	857	783	793	7288	26
BA	M. BLUEKENS	BELGIUM	STD. LIBELLE	99	601	604	776	877	783	814	811	800	323	755	7243	27
ER	S. PUCH	AUSTRIA	ASW-15B	3	692	348	591	833	749	790	950	681	778	718	7133	28
BD	A. URBANCIC	ARGENTINA	STD. LIBELLE	15	637	891	297	751	738	752	883	703	743	622	7032	29
ES	H. WODL	AUSTRIA	ASW-15B	18	725	633	766	735	83	812	933	809	859	541	6914	30
BV	J. PISSORT	BELGIUM	STD. LIBELLE	14	803	23	743	809	780	871	868	879	422	685	6897	31
YQ	F. PILUDU	ITALY	STD. LIBELLE	14	870	884	847	650	699	361	861	880	315	782	6809	32
PJ	J. PINTAR	YUGOSLAVIA	STD. CIRRUS	0	670	233	598	675	813	804	837	841	309	649	6429	33
XG	R. RIZZI	ARGENTINA	STD. LIBELLE	14	723	918	318	776	124	845	883	566	763	275	6205	34
ET	B. BULUKIN	NORWAY	STD. CIRRUS	3	614	417	350	785	697	783	725	753	284	604	6015	35
YR	G. PEROTTI	ITALY	STD. LIBELLE	10	0	633	833	671	108	900	907	166	305	636	5169	36
BK	R. SADA	MEXICO	STD. LIBELLE	3	0	526	243	699	739	0	931	556	691	665	5053	37
CZ	J. FIRTH	CANADA	STD. LIBELLE	0	212	951	823	828	337	114	911	DNC	DNC	DNC	4176	38
CS	M. KUN	MEXICO	STD. LIBELLE	0	0	46	245	256	91	249	727	266	163	483	2526	39

DNC - Did not compete.

TASKS: Jan. 15 Day 1 - 269.2 Km.Tri. Waik/Meribah/Swan Reach/Waik.

" 16 Day 2 - 192 Km. Tri. Waik/Renmark/Morgan/Waikerie.

" 17 Day 3 - 294 Km. Tri. Waik/Meringur/L.Cullulleraine/Waik.

" 18 Day 4 - 255 Km. Tri. Waik/Faroonda/Loxton/Waikerie.

" 19 Day 5 - 426 Km. Quad. Waik/Spalding/Robertstown/Loxton/Waik.

Jan. 20 - Day 6 308 Km.Tri. Waik/Teal Flat/Meribah/Waikerie.

" 21 - Day 7 213 Km.Tri. Waik/Meribah/Renmark/Waikerie.

" 23 - Day 8 462 Km. O &amp; R. Waik/Spalding/Ororoo/Burra/W.

" 24 - Day 9 513 Km. Tri. Waik/Karoonda/Mildura/Waikerie.

" 25 - Day 10 509 Km.Tri. Waik/Coomandook/L.Cullulleraine/W.

" 26 - Day 11 247 Km.Tri. Waik/Alawoona/Karoonda/Waikerie.



## OPEN CLASS

## 14TH WORLD GLIDING CHAMPIONSHIPS, WAIKERIE, S.AUSTRALIA

REG.	PILOT	COUNTRY	AIRCRAFT	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9	Day 10	Day 11	Total	Points	Plac
14	G. MOEFAT	U.S.A.	NIMBUS II	868	936	1000	984	1000	994	1000	988	964	951	950	10,635	1	1
11	B. ZEGELS	BELGIUM	KESTREL 604	868	1000	920	891	841	925	942	993	907	940	1000	10,227	2	2
41	H.W. GROSSE	W.GERMANY	ASW-17	868	951	941	1000	958	958	753	971	895	834	930	10,059	3	3
4	J.P. CARTRY	FRANCE	NIMBUS II	925	717	958	947	987	933	881	776	973	921	937	9,935	4	4
17	K. HOLIGHAUS	W.GERMANY	NIMBUS II	807	605	860	924	834	951	943	993	914	942	971	9,744	5	5
01	F. RAGOT	FRANCE	ASW-17	920	992	920	966	891	1000	289	746	852	1000	813	9,389	6	6
9	G. AX	SWEDEN	NIMBUS II	735	958	956	842	984	950	860	1000	1000	905	55	9,245	7	7
30	R. JOHNSON	U.S.A.	ASW-17	807	818	982	996	954	671	289	952	928	883	932	9,212	8	8
63 *	A. HAEMERLE	AUSTRIA	KESTREL 19	637	930	955	777	880	919	869	789	779	907	737	9,179	9	9
19	J. DELAFIELD	GT. BRITAIN	NIMBUS II	863	874	533	835	848	912	837	725	866	903	925	9,121	10	10
49 *	M. WITANEN	FINLAND	KESTREL 19	786	970	892	803	896	698	863	745	776	804	847	9,080	11	11
7 *	G. BURTON	GT. BRITAIN	KESTREL 19	735	809	877	863	830	673	914	725	848	880	909	9,063	12	12
71	A. TABART	AUSTRALIA	NIMBUS II	699	934	442	879	812	909	923	697	866	941	921	9,023	13	13
12	A. SCHUBERT	AUSTRIA	NIMBUS II	766	792	665	858	850	717	954	789	763	862	809	8,825	14	14
21 *	H. POZNIAK	POLAND	JANTAR	827	635	577	807	879	681	955	746	841	764	825	8,537	15	15
70 *	P. MANDER	AUSTRALIA	KESTREL 19	812	771	197	833	856	703	926	715	813	826	889	8,341	16	16
37 *	D. TEULING	HOLLAND	KESTREL 17	791	801	278	748	867	701	880	751	857	782	799	8,255	17	17
20 *	S. KLUK	POLAND	JANTAR	807	745	447	310	726	681	844	949	879	763	929	8,080	18	18
45	R. WETLI	SWITZERLAND	NIMBUS II	812	574	422	827	299	625	837	725	906	900	907	7,834	19	19
44 *	A. TIMMERMANS	NEW ZEALAND	KESTREL 19	15	607	296	810	874	602	394	746	851	921	852	6,968	20	20
76 *	J. CARPENTER	CANADA	CIRRUS 17.5m	853	584	310	379	614	611	708	629	773	620	635	6,726	21	21
77	P. HEGINBOTAM	NEW ZEALAND	NIMBUS II	560	696	345	337	769	668	810	705	781	807	72	6,550	22	22
8 *	R. MAMINI	CANADA	KESTREL 19	0	294	317	719	879	614	801	617	702	690	860	6,493	23	23
32	ADELE ORSI	ITALY	KESTREL 604	0	280	876	335	671	540	289	690	787	709	781	5,958	24	24
00	H. SMET	BELGIUM	NIMBUS II	5	370	338	381	683	577	804	639	742	654	742	5,935	25	25
3 *	I. WLISSICS	SWEDEN	KESTREL 17	26	559	306	758	707	640	364	281	584	782	764	5,771	26	26
18 *	S. FUJIKURA	JAPAN	KESTREL 19	164	433	287	283	290	598	662	624	706	736	680	5,463	27	27
40	S. SERRA	ITALY	CAPRONI A-21	0	238	69	712	591	494	203	708	724	710	662	5,111	28	28

## \* 19-meter Cup Class.

## TASKS:

Jan.15 Day 1:	269.2 Km. Triangle - Waikerie/Meribah/Swan Reach/Waikerie.
" 16 Day 2:	223.0 Km. Triangle - Waikerie/Alawoona/Morgan/Waikerie.
" 17 Day 3:	333.0 Km. Triangle - Waikerie/Alawoona/Lake Cululleraine/Waikerie.
" 18 Day 4:	285.0 Km. Triangle - Waikerie/Faroonda/Renmark/Waikerie.
" 19 Day 5:	451.0 Km. Triangle - Waikerie/Spalding/Alawoona/Waikerie.
" 20 Day 6:	707.0 Km. Triangle - Waikerie/Clare/Nangiloc/Waikerie.
" 21 Day 7:	242.0 Km. Triangle - Waikerie/Sandalwood/Renmark/Waikerie.
" 23 Day 8:	531.0 Km. O & Return - Waikerie/Spalding/Carrieton/Burra/Waikerie.
" 24 Day 9:	513.0 Km. Triangle - Waikerie/Karoonda/Mildura/Waikerie.
" 25 Day 10:	509.0 Km. Triangle - Waikerie/Coomanook/Lake Cululleraine/Waikerie.
" 26 Day 11:	294.0 Km. Triangle - Waikerie/Meribah/Karoonda/Waikerie.