

# free flight • vol libre

4/04  
Aug/Sep





## Are we all having fun yet?

**W**E GOT OFF TO A LATE, AND SLOW, START THIS YEAR in Ontario. Even now, in mid-July, flight numbers and gliding activity appear to be lower than anticipated. This time of year, there should be lots of gliders flying around like plates in a bad marriage. And, once we did get going, it hasn't been all fun and games. There have been a few accidents right at the beginning. Umm, bummer. And on those days when we can fly, is it a rewarding day? On most of my early flights, I've almost beaten the towplane down, but I blame vicious winds for this. How about you? And all your buddies at your club? Are we having fun yet? Can we blame the weather? Well, we really shouldn't. In fact, I figure that Global Warming should actually enhance the soaring forecast. My short flights aside, we cannot continue to use the "Weather Excuse" for not meeting budgets and for declining numbers of flights and for lower numbers of SAC members. Each year, we watch things get worse. We long for the good old days. What do we do besides complain and hope for better next year? How can we turn this year into a positive, upbeat, enjoyable, rewarding experience for us, and at the same time make soaring, and our own particular clubs, more attractive to guests and to new members? And, after they have visited, will they want to come back and join us?

There has been much discussion in the last couple of years about finding ways to attract new members, and we have established a couple of committees to help us market the sport in Canada. We are confident that these capable folks will come up with some creative solutions. In fact, SOSA has already obtained some publicity on The Weather Network, they are sponsoring a youth team, and they have advertised a flying vacation for visitors. Good examples for all of us, and we wish them success. In order for any growth to be sustainable, we really need to work hard at the local level to make the clubs pleasant places to be, where members and guests feel safe, comfortable, fairly treated, and satisfied with the way things operate. In addition to formal marketing, what if we each brought out one friend per year? Would that not double the number of members if we could get them interested enough to stick around?

Would you feel comfortable bringing your friends out for an introductory flight? Perhaps recruiting them for a five-flight package? Do things run smoothly at the flightline? Are intros treated as valued customers, do students get value for their investment, are they all made welcome? Are the aircraft and grounds well maintained and attractive? Do we help with maintenance and/or thank those who do? Are the members friendly and helpful to each other and to guests? Is there an undercurrent of politics because of differing personalities or because of differing philosophies of our methods and purpose? How open is communication at all levels?

While continuing to explore marketing, it would be interesting, instructive and beneficial to pursue some thoughts on how to make us feel fulfilled, enjoy ourselves more, and treat our fellow club members better while we are working together to improve the efficiency and safety of the place.

Safety is paramount. Not only do we and our prospective members need to feel safe, more accidents and higher insurance costs cannot be easily covered by fewer members. You do the math. We need lower costs and more members to be an affordable sport. In addition, is it fun to be at the club? Do we have reasons to stick around for hangar flying, barbecues, and shared enjoyment over beverages of a refreshing nature? Earlier I spoke of my short flights due to tough conditions. Those experiences do not turn me off soaring. Just as a cross-country pilot has confidence that there will be more thermals on course, I know there are plenty of great days ahead, so I keep coming back, and I try not to let the less fulfilling experiences bother me. Each year, dozens of new members quit.

My challenge to you is to find ways to make them believe that it is worth it to keep coming back. By the time you read this, it will be late in the year. Please try hard to make the fall a safe, rewarding experience and get some momentum going to carry yourselves over the winter and to bring some new members back with you next year. ❖

# free flight • vol libre

4/04 – Aug/Sept

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Le journal de l'Association Canadienne de Vol à Voile

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## remembering Peter Corley

## do you really want to keep the yaw string centred?

## 2004 Nationals – St. Raymond

## Early days with Peter Masak



Cover

A grey July day in Innisfail during the SAC Western Instructor Course. Edmonton's Puchacz is on the line with course director Dan Cook acting as the "student" for Sean Sarabin of Prince Albert while Richard Snow (Vancouver) is confirming canopy locked.

photo: Colette Laplante

- 4 and the birth of the Lasair ultralight ♦ *Dale Kramer*
- 6 a slight slip is best ♦ *Richard Johnson*
- 8 an overview ♦ *Willem Langelaan*  
my life as a CD ♦ *Bill O'Brien*  
le plaisir de faire naître un événement ♦ *Bruno Bégin*  
to fly or not to fly – ask your weatherman ♦ *Jean Richard*  
voler ou ne pas voler – une question de météo ♦ *Jean Richard*  
de dimension humaine ♦ *Jean-Marc Piuze*  
pure magic ♦ *Roger Hildesheim*  
only half the fun ♦ *Larry Springford*  
nationals, day 2 ♦ *Jörg Stieber*  
damn, I lost! ♦ *Walter Weir*  
un non-participant ♦ *Pierre Brousseau*  
ma première compétition nationale ♦ *Jean-Guy Hélie*
- 16 a personal memoir ♦ *Seth Schlifer*

## DEPARTMENTS

- 18 **Safety & Training** — SAC Western instructor course, now that's a wing!
- 19 **Club News** — Ya shoulda been there, Ovila André Boudreault, say waht?!, landout stories
- 21 **FAI Badges** — current badge recipients
- 21 **FAI Records** — new records approved

# Remembering Peter Corley

and the birth of the *Lasair* ultralight

Dale Kramer, SOSA

**P**ETER WAS AN OUTGOING, GREGARIOUS, CAREFREE INDIVIDUAL and a gifted glider pilot. It is well that he is remembered by SAC in its scholarship for young glider pilots/students that was established in his name. On reading his brief biography in the last issue of *free flight* and being the person who designed the *Lasair* ultralight, I thought that a more complete history of those days would interest readers, since the few sentences on the subject in that article were too general to correctly indicate the events as they occurred.

I had grown up designing and building radio control model aircraft and was in aerospace engineering at the University of Toronto at the time. I had designed and built an original flying wing that I called the "Mayfly". It had forward sweep, a 36 foot wingspan, a constant 5 foot chord of 20% thickness, and individually activated full span flaperonx

I became friends with Peter when I joined the SOSA gliding club in the late 1970s, first meeting him during the time I was testing the Mayfly in Port Colborne. Peter was interested and came down to Port Colborne to help with the tow tests with the Mayfly on a trailer behind a car driven down the runway. The trailer was designed to allow flight within a very confined area. I flew the Mayfly on this trailer, Peter did, and also the well-known engineer and glider pilot Dave Webb. That was the end of the summer and back to school for me.

The next summer I went to EAA's Oshkosh with my father and we bought plans for a "Superfloater" primary glider designed by Klaus Hill. It was only three weeks until school started again but I was determined to fly the Superfloater before school. I worked night and day for three weeks. Peter came down to Port Colborne a couple of days during that period and lent a hand when he was there. Peter also came down for the test flight just before school. Both of us flew the Superfloater on car tows down the 1800 foot runway, we even made 180 degree turns and landed downwind. But, back to school again for me.

At Oshkosh the next year, I met Ed Sweeney who had developed a quick mount set of engines for hang gliders. Ed was going east after Oshkosh and dropped by. He saw the Superfloater and said, "my engines will fit on that", and within a few hours we were ready for takeoff. I do not believe Peter was there as I only remember Ed and I flying the now-powered Superfloater.

Ed wanted the Superfloater and I wanted his engines. We made a trade and Ed continued his trip with the Superfloater lashed to his motorhome while I returned to school.

Over the next few months I conceived a new aircraft design that would overcome all of the Superfloater's deficiencies. I made the biggest decision of my life and quit third year university at Christmas to continue my obsession with these light aircraft.



## The SOARING ASSOCIATION of CANADA

is a non-profit organization of enthusiasts who seek to foster and promote all phases of gliding and soaring on a national and international basis. The association is a member of the Aero Club of Canada (ACC), the Canadian national aero club representing Canada in the Fédération Aéronautique Internationale (FAI), the world sport aviation governing body composed of national aero clubs. The ACC delegates to SAC the supervision of FAI-related soaring activities such as competition sanctions, issuing FAI badges, record attempts, and the selection of Canadian team pilots for world soaring championships.

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

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

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**SAC office:** 107 - 1025 Richmond Rd.  
Ottawa, ON K2B 8G8

tel: (613) 829-0536 fax: 829-9497  
e-mail: [sac@sac.ca](mailto:sac@sac.ca)  
web site: [www.sac.ca](http://www.sac.ca)

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

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### EDITOR

Tony Burton  
Box 1916 Claresholm, AB T0L 0T0  
tel & fax (403) 625-4563  
e-mail: [t-burton@telus.net](mailto:t-burton@telus.net)

Any service of Canada Post to above address. Courier service to:  
335 - 50 Avenue West

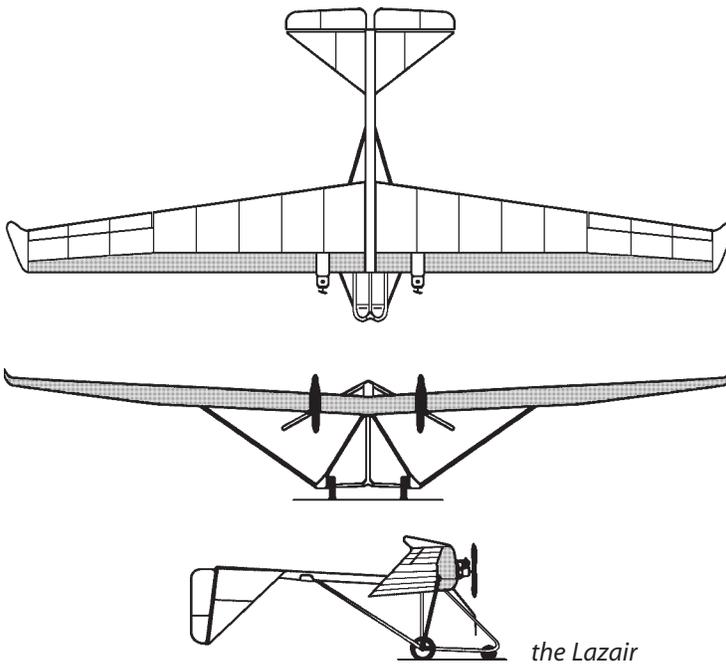
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*the Lazair*

My goal was to take a prototype to EAA's *Sun 'N Fun* in Florida in March. With my parents' blessing and financial help, I again worked night and day. I designed and built the aircraft with refinements on the Superfloater construction techniques and aerodynamics. Again, Peter drove down from Toronto a few times to lend a hand and again, Peter was there for the taxi and flight tests of this new plane I named the *Lazair*. In fact, he made the first flight because by the day's end, the wood wheels (the planned wheels were on back order) swelled in the long wet grass and created too much bearing friction for me to take off, being 50 pounds heavier than Peter. I flew it the next day after I solved the wheel problem.

The *Lazair* flew okay but not well enough to go to Florida until I made the decision to move the engines onto the leading edges of the wing from the original position below the wings.

I asked Peter if he wanted to come to *Sun 'N Fun* with me and he instantly agreed. The rest is history as I came home with thirty-three full paid orders in advance. I formed "Ultraflight Inc." and with a loan from my parents began building fifty kits. Peter came down from Toronto a couple days a week to help and I eventually hired him, becoming my first employee. Peter excelled at flying the *Lazair* and interacting with the public. This appeared to be Peter's calling and I made him "Chief Test Pilot." We all went to the large air shows together but Peter spent the next couple years travelling around to small air shows and demonstrations on his own.

Against my advice, Peter decided that he would be happier by joining a new distributor of ours in California, and sell the *Lazair* out there. He believed that there was the potential to sell it in much larger quantities in California than we were in Canada and the eastern USA. Sales went well and Peter seemed happy until the distributor lost interest in the project. Peter then made the decision to join "American Aerolights," at which time he and I parted company.

Peter was a person who captured spectators' minds and hearts with his aerobatic flying displays. He was an excellent pilot and was exceptionally able to express and share his love of freedom and adventure through flight. This is how I remember him. ❖

# Do you really want to keep the yaw string centred?

Richard Johnson, from *Gliding Kiwi*

1. For *Straight Flight* – YES, that minimizes drag and maximizes the sailplane's performance.
2. For *Turns* – NO, not really, because then the sailplane is actually in a slight skid, and more-than-necessary cross-aileron is required to prevent overbanking. This is explained below.
3. For *Circling Flight* – NO, that does not minimize drag, and the possibility of an inadvertent spin entry can be reduced significantly if one maintains a true mild sideslip while circling.

THE WELL-KNOWN German sailplane engineer, designer, Schempp-Hirth factory owner, and sailplane pilot Klaus Holighaus brought the benefits of maintaining a mild sideslip while circling to my attention in 1972 while we were competing at the World Gliding Championships in Yugoslavia. He was flying his new Nimbus 2 sailplane for the German Team, and I was flying an equally fine ASW-17 for the US Team. I was and always have been impressed with his knowledge, generosity and sportsmanship. He died in an unfortunate mountain soaring accident some 9 years ago, but his legend will always live on.

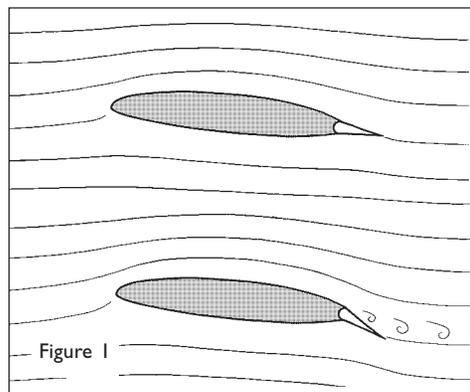
## Why maintain a mild sideslip while circling?

Essentially all sailplanes are designed with positive wing dihedral. During a sideslip, this causes the windward wing to achieve a slightly higher angle-of-attack relative to the airstream than the leeward wing, creating a rolling moment toward the leeward wing. This is easy to prove — during straight and level flight while holding the control stick fixed, push on one of the rudder pedals and note your sailplane's roll response. It should definitely roll toward whichever rudder pedal that was depressed. That is known as positive roll stability.

The beneficial effect of positive roll stability is not so obvious during circling flight, but it is still there. The lowered inside wing panel has less airspeed, and hence less lift than the raised outside wing panel. To compensate for that, while keeping the ball centred, one must deflect the lower wing's

aileron downward to increase its lift so that its lift equals that of the upper wing. If that's not done, the sailplane will keep increasing its bank angle, resulting in a spiral dive.

When the lowered wing's aileron is deflected downward, not only is its lift increased, but also its drag is increased, and a skidding turn will be induced. The skid can easily be corrected



by adding some top rudder to keep the ball centred. The danger here is that when the aileron is deflected downward, it is more prone to stalling. If that happens, an out-of-control spin will likely result unless corrective action is promptly taken.

Figure 1 shows a cross-section of a sailplane wing airfoil and its airflow streamlines. The upper airfoil presents a relatively high angle-of-attack thermalling condition with the aileron undeflected. Both the upper and lower surface airflows stay attached to the wing surfaces, and near maximum wing lift is achieved. The lower airfoil shows the same airfoil, but with the aileron deflected downward. If the aileron is deflected down far enough, the airflow will separate from the upper portion of the aileron surface, and that will increase the wing drag and decrease its lift. If a pilot then increases the aileron downward deflection angle to try to compensate for its lost lift, it only makes things worse. A spin entry is likely, unless the aileron deflection angle is neutralized, and/or the wing angle-of-attack is promptly reduced.

How may one require less aileron deflection while circling? Just maintain a small angle of sideslip and let the sailplane's dihedral effect provide some additional lift to the lower wing. Figure 2 depicts how the wing dihedral combined with a sideslip increases the lift on the windward wing, and decreases lift on the leeward wing.

Klaus recommended maintaining a gentle sideslip while circling. The optimum sideslip depends to some degree on both the wing's span and its dihedral. After many hours of flying my 16.6m Ventus A and similar sailplanes, I find that my best overall circling performance and handling characteristics occur while the canopy mounted yaw string is deflected about 10° on the high side of the turn (a gentle sideslip actually), because the yaw string forward placement error accounts for about half of the 10°. See section below.

**The slip indicator** A slip indicator is a curved glass tube filled with a clear fluid within which a ball is free to roll from side-to-side. It's mounted laterally on an instrument panel and is designed to sense and indicate lateral accelerations of the sailplane. I observe that under optimized circling conditions, my ball is *not* centred, but rests about 1/2 ball diameter on the low side of the turn. Figure 3 illustrates a hypothetical sailplane cockpit view while thermalling in a slightly slipping circling flight condition. The instrument panel includes a ball skid indicator, and the canopy sports a typical forward mounted yaw string deflected about 10° toward the high side of the turn.

**Winglet problems** Winglets are often prone to stalling during slipping or skidding flight. Winglet equipped sailplanes likely need to keep the ball centred to avoid winglet stalling problems. Place some wool tufts on the inboard sides of the winglets and see for yourself during a test flight.

**Yaw string longitudinal location** Figure 4 depicts a plan view of a sailplane while thermalling. Circling with the yaw string centered actually results in a slightly

skidding turn because the yaw string is mounted well ahead of the sailplane's CG. This concept is true, and Figure 4 illustrates that point. The yaw string is mounted about two metres ahead of the sailplane's CG; so the air approaching the yaw string arrives slightly from the left of the sailplane's nose. Another way to view this is to consider the sailplane to be motionless in space, while the thermal is rotating at say 45 knots against the sailplane. That makes it easier to appreciate the effectively curved airflow approaching the nose-mounted yaw string.

Single-seated sailplanes do not often carry slip indicators, but fortunately many two seat training sailplanes come equipped with them mounted on the instrument panels. The canopy mounted yaw string angle errors can easily be seen during turning flight by referring to the true slip indicator. In a tandem two-seater with separate yaw strings, one can compare the difference in the angles between the rear and front cockpit yaw strings.

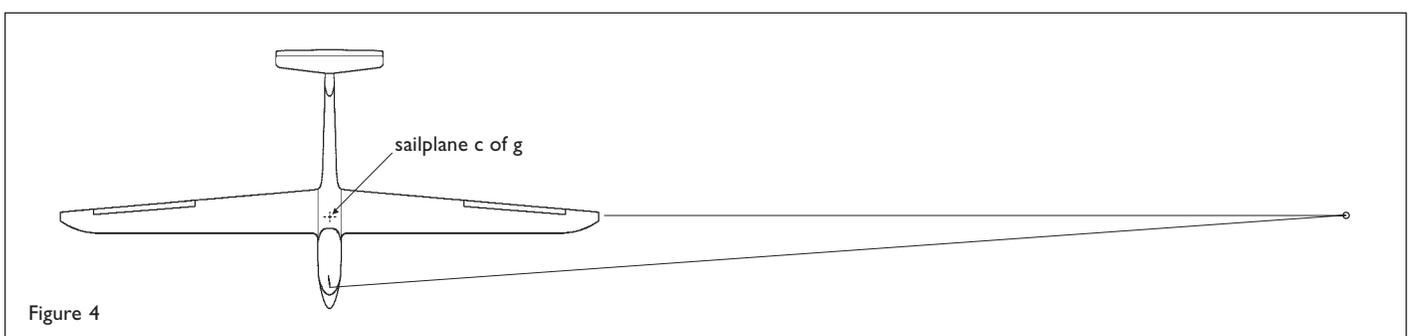
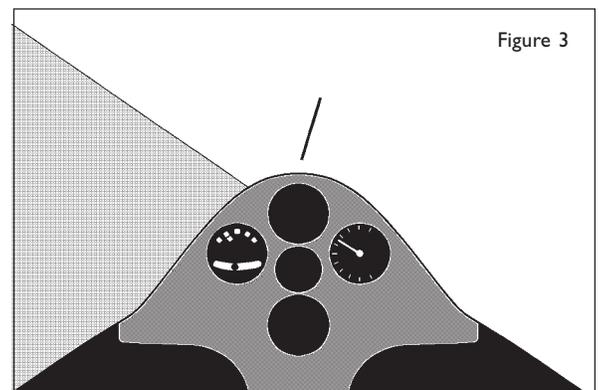
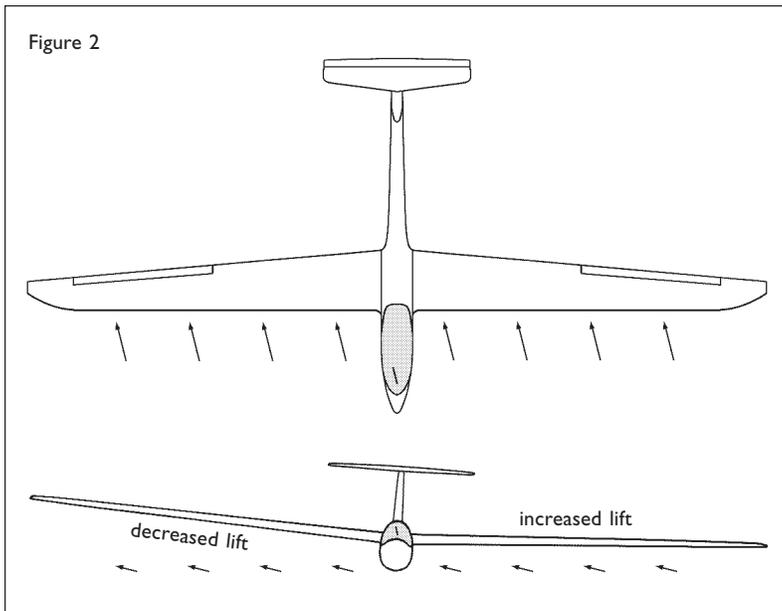
If the yaw string could somehow be mounted at the sailplane's CG, and utilized by the pilot, the yaw string would then show zero yaw deflection when the sailplane was being flown with the ball centred. Because of its normally well-forward mounting location, the yaw string indicates a slight sideslip, even though the sailplane's more accurate ball shows none. Obviously, the ball more accurately portrays the sailplane's true flight condition.

**Magnifying effect of airflow across canopy** During both straight ahead yawed flight, and also during skidding and

slipping circling flight, the canopy air cross-flow has a magnifying effect on the canopy local airflow direction. The actual sailplane slip or skid angles are likely about half that indicated by the yaw string.

### Summary

- Because canopy mounted yaw strings are typically mounted well ahead of the sailplane's CG, they indicate a slight sideslipping condition while turning, when in fact the sailplane is not slipping.
- Better and safer sailplane circling performance can be achieved by maintaining an actual slight 1/2 ball width sideslip while thermalling. When circling in that condition, the yaw string typically needs to ride about 10° on the high side of the turn.
- Winglet equipped sailplanes may suffer stalling on the inboard winglet during the 1/2-ball sideslip. In that case, keeping the ball centred will most likely optimize climb performance. To achieve that, the yaw string still needs to ride about 5° on the high side of the turn.
- For safety's sake never skid a turn, unless a spin entry is intended. *Never fly with the yaw string on the low side during any turn because that is a dangerous skidding flight condition, and too much aileron deflection is required to prevent overbanking.* Skidding is an indication that too much pro-turn rudder is being applied. At low airspeeds that can easily lead to loss of roll control and a dangerous spin.
- It is very important that a yaw string be installed on modern sailplanes, but it is also prudent to have a simple slip indicator mounted on the instrument panel to indicate true slipping or skidding. Next to the airspeed indicator, the yaw string is, in my opinion, the most important sailplane safety instrument.
- Although the ability of a yaw string to correctly indicate a skid or slip is only fair, it is cheap and simple. Its most redeeming feature is its mounting location, squarely in the pilot's forward field-of-view. ❖



# 2004 Nationals - St. Raymond

Denis Pepin



## An overview

Willem Langelaan, OX

THIS SUMMER our National contest was hosted by the Club de Vol  Voile de Quebec. Their field is a few kilometres east of St. Raymond. It has a wide and long grass runway 09-27. To the east side are densely forested hills. Near the west side a forest and St. Raymond. On the north and the south sides the field is bordered by a few farmer's fields. The situation requires some vigilance about options during takeoff and a few additional hundred feet for the final glide.

With these not unusual considerations in mind, flying at St. Raymond was a great pleasure. To see a picture of the airfield and surrounding area have a look at their website at <http://www.cvvq.net/>.

### Task area

The view from the cockpit is spectacular. In the distant south is the St. Lawrence River. On either side the river is surrounded by mostly farmland and some forests. It's not unlike the task area for Hawksbury and Pendleton.



Along the northwest side the rolling farmland transitions into forested hills and lakes. This landscape appears to continue uninterrupted to Hudson Bay. A deep forest indeed. For this urbanite it was an imposing and magnificent view.

The boundary between hills and farmland is as serrated as a maple leaf. When high enough it was feasible to fly deep into the hills, because there would always be farmland within a gliding range of 10–20 kilometres at the most.

The task area was generally southwest, bordered by the St. Lawrence to the south and the forest to the north. On most tasks we were confronted with the decision to steer a course over the hills or to fly over the farmland. Needless to say, on every evening it was a lively discussed topic.

The daily results speak for themselves. Have a look at the .igc files that you can download from [www.cvvq.net/scores.html](http://www.cvvq.net/scores.html).

⇒ p22

## My life as a CD

Bill O'Brien

IN 1992 I WAS CONTEST MANAGER for the Nationals in Hawksbury. So when I got talked into being the Contest Director for the 2004, I remembered well all of the fun that was coming my way!

It starts with meetings and planning while there is still snow on the ground! Fortunately for me, starting a new job and in the throes of moving my family to Quebec City, I had a *professional* Contest Manager to work with! Bruno Begin runs a firm that specializes in organizing meetings for corporations and organizations — the Contest Manager business was in good hands.

But here is where things started to differ from what I remember in 1992. Firstly, the need to have a film developer on site to develop pictures for turnpoint analysis was history. This means that one of the other problems is gone too: no more turnpoint photo analysis. Nick Bonniere has developed an excellent scoring system that makes things go so much smoother. There is only one problem, Nick flies in these contests and rules say that the scorer can't be a competitor. So all that you need for a competition is Jean-Marc, the CVVQ expert on flight data recorders and mapping. He even added a new feature: the topographic map printout for all crews leaving on retrieves. Much appreciated, especially by the English speaking crews.

Running a contest in the east requires weather planning. We convinced Jean Richard that the place to be for two weeks of his holidays was St. Raymond. Jean is at one with the weather and he wowed everyone with his gliding forecasts. When Jean said launch earlier today, or the thermals will be better west of such a point, you were strongly advised to listen.

All sorts of club members stepped up to organize parties, towpilots and all the other details that go into a successful contest. So everything looked great a few weeks before the first practice day.

The extra towplane that we had arranged fell through at the last minute. Enter Bonnechere Gliding in Deep River that agreed to lose a weekend of operations in order to

provide a Super Cub to the mix! With six members it is unlikely they'll ever hold a Nationals but they proved that a small club can make a contribution.

The actual rules and tips on how to run a contest are expertly presented in the competition rules and in Tony Burton's "Contest Cookbook", both available on the SAC website. Together, these papers have made a significant contribution to our sport. Any CD is well advised to read them with great reflection and may want to carry them around in a binder so as to be well-armed when someone comes up and asks you what the penalty is for a late release!

A typical day goes something like this:

- 0900 Meet with Task Committee to decide on a task. It's usually a good idea to have two tasks in your pocket; one more optimistic than the other.
- 1000 Pilots briefing where pilots are recognized for previous day's achievements, the tasks are given to the pilots, a safety briefing is held, the grid is described and all other matters of logistics are sorted out.
- 1130 Typically we park the grid.
- 1145 We launch (depending on the weather). Assist crews with any landouts, trying to provide club members to assist visiting crews especially when there are language challenges.
- 1500 or later gliders return.
- 1600 Assist scorer with those many little details.
- 1800 Realize that the day is over and you haven't flown!

In my opinion the key role for the Contest Director is to stand back, especially once flight operations start, and ensure that safety is considered. Safety at the launch point but also through thinking a little forward to consider things like:

- Is this task going to send gliders over rough terrain with a lower than forecast ceiling? Should we drop a turnpoint to lower the risk?
- Spot a club ship turning the wrong way within 10 km of the field, make a short radio transmission to remind.
- If the CD is hooking up gliders or flying a tow-plane who is doing his real job?
- It's unlikely that you have as much experience at running a contest as your pilots, so listen to the pilots and consider their suggestions. But you have to make the call and run a fair contest — waffles are for breakfast, not a contest. If two pilots tell you that you are wrong, two tell you that you are right, and the rest don't say anything — you are probably doing okay!

Thanks to Jean I learned a little weather lore. I gained even more respect for how skilled some of our pilots are, watching them go 150 kilometres on a marginal day! But what I am most pleased with is that all the pilots told me that they faced some challenging days, we only had one injury (a wound from washing dishes) and one bit a damage (a glider trailer was too stuck in the mud for its hitch). That is success!

2004 CANADIAN NATIONAL SOARING CHAMPIONSHIPS		25 June		26 June		28 June		29 June		30 June		3 July		total score									
name	sailplane	hand.	pos	km	pts	pos	km	pts	pos	km	pts	pos	km	pts									
CLUB CLASS			3.5 hour TDT			2.5 hour TDT			2.5 hour PST			2 hour TDT			3 hour TDT			4 hour TDT					
1	Jörg Stieber	LS-8	JS	0.92	3	267.2	922	1	214.2	1000	2	*188.6	938	1	171.1	768	3	181.4	850	1	360.9	z915	5393
2	Walter Weir	ASW-27	2W	0.88	1	289.9	1000	4	156.8	732	1	201.0	1000	3	160.5	737	1	213.5	1000	6	314.2	824	5293
3	Ed Hollestelle	LS-6	A1	0.89	5	255.9	883	2	173.1	808	7	*137.3	683	7	155.7	700	6	175.5	822	8	309.4	811	4707
4	Ian Grant	Discus 2	IN	0.93	6	253.7	875	3	159.5	745	8	*134.4	z615	4	160.3	720	5	178.0	834	3	325.5	854	4643
5	Willem Langelaan	DG-800	OX	0.88	10	230.4	795	5	147.5	689	10	98.8	491	5	159.4	716	2	208.5	977	2	339.7	z831	4499
6	Nick Bonnière	LAK-17a	ST	0.89	9	232.1	801	8	*84.8	396	4	170.2	847	6	158.7	713	9	*142.0	665	10	381.3	z758	4180
7	Jerzy Szemplinski	Jantar	MF	0.97	11	163.1	563	7	91.1	425	6	165.5	L795	3	160.5	721	4	179.3	840	9	305.3	801	4145
8	Roger Hildesheim	SZD-55	AT	0.93	7	246.7	851	6	129.0	602	9	117.8	586	10	114.1	512	7	171.4	803	12	255.4	670	4024
9	Larry Springford	ASW-20	S1	0.90	4	262.6	906	11	*36.6	171	5	166.0	826	8	151.1	679	10	*87.2	408	2	341.8	897	3887
10	Dave Springford	LS-8	F1	0.93	2	272.3	940	10	*47.6	222	12	12.1	60	9	141.9	637	7	171.4	803	4	325.2	853	3515
11	Marian Nowak	Egret	N1	0.91	8	240.2	829	9	110.5	z352	3	188.2	t886	11	91.8	413	12	*34.1	160	7	315.5	z819	3459
12	Bégin/Hélie	LS-4	CR	0.95	12	103.3	t306	12	35.1	164	11	*23.4	z104	12	91.8	412	11	*53.3	249	11	272.7	f715	1950

\* values preceded by an asterisk are distances in kilometres if pilot landed away from base (no 10% distance bonus added). Distances have also been handicapped. A letter preceding the points value denotes the application of a points penalty: z = airspace violation, f = low finish, t = missed turnpoint, L = incorrect layout card

# Le plaisir de faire naître un événement

Bruno Bégin

IL Y A DEUX ANS, au moment de la tenue d'une semaine de vol de campagne à St. Raymond, j'ai répondu positivement à la suggestion de Dave Springford pour que le Club de vol à voile de Québec soit l'hôte de la compétition Nationale en 2004. Cette idée me plaisait à plusieurs niveaux. D'abord, après l'expérience de l'organisation de la 2<sup>ième</sup> semaine de vol de distance à St. Raymond, j'en suis venu à développer des liens d'amitiés avec plusieurs des pilotes qui sont venus nous visiter à ces cliniques et l'idée de les revoir me plaisait assez. Ensuite, l'organisation d'un tel événement ne m'apparaissait pas trop lourde, étant donné l'équipe qui se disait disposée à participer à la réalisation du projet.

J'ai donc proposé le projet au bureau de direction du club qui y a mis beaucoup de bémols, puisque plusieurs se souvenaient de l'expérience vécue, il y a 20 ans, avec hantise. Les membres ont tout de même accepté, en assemblée générale, d'aller de l'avant avec le projet. Nous avons donc tenu la compétition provinciale en 2003, à la fin août, ou nous avons eu beaucoup de plaisir et ou j'ai pu personnellement faire une performance acceptable. J'en suis ressorti encore plus convaincu que l'expérience des «National» serait très enrichissante au niveau des contacts avec de nouveaux pilotes et de mon apprentissage du vol pour aller «plus loin, plus vite».

Ce fut très clairement le cas pour moi. Bien que je sois aller «aux vaches» au cours des 3 vols auxquels j'ai participé, j'ai eu la consolation d'y être accompagné par des pilotes chevronnés et d'apprendre beaucoup sur le bon dosage à donner à son agressivité en vol de distance.

J'ai aussi cimenté des amitiés, d'abord avec les membres de l'équipe qui ont démontré un enthousiasme et un dévouement hors du commun pour faire de l'événement un succès mais aussi avec la crème des vélivoles de l'est du Canada. Je pense que le CVVQ peut être très fier de compter dans ses rangs des personnes comme Bill O'Brien notre directeur de compétition qui a consacré beaucoup de temps à diriger la compétition avec brio et des conjointes de membres comme Ginette Gagnon et Luce Hélie qui ont, avec Pierre Gagnon, assuré toute la logistique et la réalisation de quatre réceptions en sept jours pour un total de plus 225 repas servis et cela, comme tous les vélivoles le savent, avec des moyens rudimentaires. J'ai aussi appris à connaître toute la générosité dont pouvait faire preuve un Jean-Marc Piuze qui a pris en main toute l'opération du pointage et qui a d'abord dû prendre plusieurs soirées pour découvrir le fonctionnement du système et qui a consacré une bonne partie de ses vacances à assurer le bon fonctionnement de cette partie cruciale de l'organisation.

Plusieurs autres personnes ont contribué de façon significative au succès de ces dix jours. D'ailleurs, vous pourrez trouver la liste de ces personnes à la fin de ce mot et sur la page web des résultats de la compétition <<http://www.cvvq.net/scores.html>>. Pour ma part, je suis heureux d'avoir été la bougie d'allumage qui a permis à toutes ces personnes de se réunir pour assurer le succès de l'événement.

Je souhaite que l'expérience soit reprise dans un délai beaucoup plus court que 20 ans.

<i>Administration</i>	Bruno Bégin
<i>Directeur de la Compétition</i>	Bill O'Brien
<i>Activités sociales</i>	Ginette Gagnon, Luce Hélie, Pierre Gagnon
<i>Remorqueurs</i>	Jean-Guy Hélie, Iver Theilmann, et le club de Bonnechere
<i>Logistique et décollages</i>	Jean Desbiens Félix Lussier et Tom Stieber
<i>Pointage</i>	Jean-Marc Piuze
<i>Relations avec la presse</i>	Claudine Dorval

Tous les membres du CVVQ pour leur patience.

## To fly or not to fly – ask your weatherman

Jean Richard

SIX DAYS IN THE SKY, four days on the local roads to visit Québec City or the Portneuf area, so was the life of the 2004 National Competition participants. Except for the last day, weather was somewhat parsimonious, leaving just enough time to enjoy soarable conditions for a task. Starting and finishing at the right time was the main concern, and decision-making was tightly dependent on weather forecast accuracy.

From the first contest day to the fifth, the synoptic situation was about the same: a cold surface low quasi-stationary near James Bay, with secondary weak troughs and weak ridges spinning around. If ridges brought blue sky and good soarable conditions, they lasted only a few hours. Troughs, on the other hand, were accompanied by instability, which means cumulus building up followed by rain showers and even thundershowers.

It was a real challenge to forecast the width of the soarable window every day. On a couple of days, clouds and showers were less than two hours away, which meant contest cancellation. One day, rain showers were forecast by 3 pm, which meant an early departure with minimum lift and ceiling.

Weak and secondary weather systems are sometimes the most unpredictable ones. One day, a cirrus veil became thicker than forecast. The day after, spreading from the top of small towering cumulus was underforecast — and not enough emphasized at briefing. Both situations sent some participants “aux vaches”.

The last contest day was quite different. The James Bay cold low filled out and a new one developed near Lac-Saint-Jean, which is not too far away from St. Raymond. Instability and low level moisture should have meant a cumulus/stratocumulus crowded sky. But a downslope (warming) northerly flow helped keep blue holes in the sky. More to the west, the sky became quickly dryer and less unstable and very good conditions were encountered, making that Saturday, 3 July, the best contest day of the series.

Forecasting the soaring weather wasn't always easy, but it was a fascinating and really interesting experience. ❖

# Voler ou ne pas voler: une question de météo

**Jean Richard**

SIX JOURS DE VOL, quatre de tourisme terrestre, voilà qui résume les compétitions canadiennes de vol à voile, version 2004. Si Dame Nature a coopéré, elle n'a pas été, dernière journée exceptée, d'une générosité exceptionnelle. Il fallait donc faire de l'optimisation météo, c'est-à-dire profiter au maximum de plages plus ou moins larges de conditions véliables.

Du jour un au jour cinq de la compétition, les briefings météo finissaient par se ressembler par leur vocabulaire: une dépression froide campée à l'est de la Baie James, des creux et des crêtes secondaires qui gravitent autour, les crêtes amenant des embellies passagères et les creux des bandes nuageuses et de l'instabilité, conditions parfois intéressantes comme ce jour où on a contourné de petits orages, parfois dévastatrices à vous mettre des planeurs aux vaches.

Le plus grand défi pour le prévisionniste face à une telle situation, c'est de bien prévoir la synchronisation de ces systèmes secondaires et de tracer un scénario essentiel à la prise de décision: partir tôt, tard ou simplement annuler la journée de vol. Les attentes étaient grandes et pas question de décevoir tout ce beau monde. Pour ajouter à la difficulté, les petits systèmes météo ont le don de cacher de petites surprises: tantôt des voiles de cirrus dont on avait sous-estimé l'opacité, tantôt des cumulus qui poussent à la verticale et dont le sommet s'étale à l'horizontale, en altocumulus bouffeurs de soleil.

Le sixième jour, le samedi 3 juillet, le tableau synoptique avait changé. La dépression quasi-stationnaire de la Baie James s'était enfin comblée, mais une nouvelle s'était formée, dans la région du Lac-Saint-Jean cette fois. Le ciel de St. Raymond était devenu très instable, mais le flux du nord descendant des Laurentides a suffi



The contest task committee: left to right are weatherman Jean Richard, Jörg Stieber (JS), CD Bill O'Brien, and Dave Springford (F1).

à prévenir les dégâts — les vents descendants atténuent l'instabilité. Quelques kilomètres plus à l'ouest, les images satellites laissaient entrevoir des conditions beaucoup plus prometteuses — et elles n'ont pas menti. Après un départ sous un ciel un peu bourré, les participants ont eu droit à un véritable dessert et certains ont tourné plus de 350 kilomètres en quatre heures.

La tâche du prévisionniste ne fut pas toujours de tout repos, mais l'expérience a été à la fois fascinante et enrichissante.

## De dimension humaine!

**Jean-Marc Piuze**

IL NE FAIT PLUS aucun doute que la technologie a énormément simplifié la tenue des compétitions nationales de vol à voile de 2004. Les enregistreurs de vol en sont certainement la plus évidente manifestation. Pour les pilotes, plus besoin d'un, voire de deux appareils photo, pour valider leur vol. Pour les organisateurs, plus besoin de câbles de visée pour le départ des participants, ni de chambre noire et quantité de pellicules numérotées. Les effectifs, les heures et la logistique dédiés à la validation et à la compilation des résultats ont donc été grandement réduits. On se rappellera que par le passé, des bénévoles ont travaillé des nuits durant, au développement des photos ...

Aujourd'hui, les résultats sortent automatiquement 15 secondes après qu'un compétiteur ait tout juste terminé d'enregistrer sa déclaration de vol. Il faut ici souligner qu'il y a toujours des bénévoles qui ont beaucoup travaillé pour obtenir ce résultat. Le logiciel de Nick Bonnière est un outil de travail qui a été développé au cours de plusieurs années. La mise en service d'un réseau d'ordinateurs sur le site de la compétition ne s'est pas fait tout seul non plus. Merci à Martin Bergeron. Au cours du déroulement de la compétition, j'ai moi-même consacré plusieurs heures comme responsable de la compilation du pointage.

Et comment se serait déroulée la compétition sans les précieuses prévisions météorologiques de Jean Richard, ainsi que des conseils avisés de Dave et de Jörg?

À part la compétition elle-même, d'autres bénévoles du Club de vol à voile de Québec se sont impliqués, afin de préparer la tenue de l'événement, que ce soit sur le plan logistique ou en ce qui a trait à l'amélioration de certaines infrastructures. De plus, au cours des deux semaines de compétition, bien d'autres bénévoles ont travaillé, chaque jour, pour veiller à la propreté des lieux et préparer des repas, et ce, dans le but de simplifier le séjour de nos invités et d'assurer le bien-être de tous.

Merci également à Jean Desbiens, à Félix, à Tom, à Claude Rousseau et à Bill O'Brien qui ont fait en sorte que les opérations se sont déroulées rondement, et avec un souci de sécurité indéniable. Merci à Iver, à Pierre, à Jean-Louis, à Richard, et j'en oublie certainement, pour tous les remorquages effectués.

De même, on ne peut passer sous silence le

⇒ p20

# Pure magic

Roger Hildesheim, AT

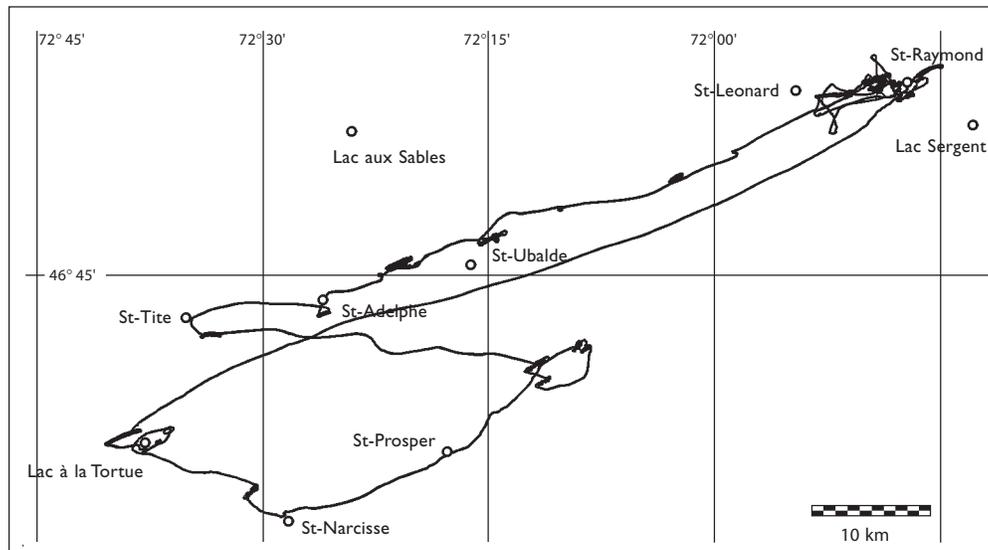


I HAVE ALWAYS BELIEVED that a great soaring flight would read like a typical adventure novel: introduction of the protagonist and the antagonist, development of the plot, sudden polarizing event that pits the two key characters against each other with the protagonist overcoming all obstacles to return home triumphant, where everyone lives happily every after.

Welcome to my Day 3 of the 2004 Canadian Nationals!

7:30 AM, my watch alarm goes off and the sun is shining through the window of the room of our B&B. My crew (Lucile & Sonia and, of course, Patches) are still sleeping but my mind is already wondering what kind of torture the task committee will mandate for the day. After a very enjoyable breakfast with Ian (IN) and his brother/crew Donald (our official contest bagpiper) we head out for the airfield. The daily ritual of rigging and positive control checks is completed by 0930. Should I load up AT with water? Better to wait until the weather briefing. Soon my attention is captured by the sound of bagpipes at the briefing hangar announcing the start of the 1000 pilot meeting. The sound of bagpipes with the first signs of cu tends to inspire even the most focused competition pilot.

Bill (our CD) reads the morning roll call and soon Jean Richard (our meteorologist) is presenting his forecast: 3 knot average lift, 4–5000 foot cloudbase, good soaring, but the unstable air mass will likely lead to overdevelopment by midafternoon. The recommendation is to get the grid off early and everyone back from the task before the weather turns on us. A 3 hour Time Distance Task (TDT) is set with a mandatory first turnpoint 53 kilometres away at St. Adelphe. Well, I'll put some water in, I can always dump it!



I'm the first to launch from the grid and soon find myself milling around the western edge of the start zone, waiting for the start gate to open. Hmm, the lift doesn't seem to be quite as strong as predicted, only up to 2500 agl; well I'll hold onto the water for now. Maybe it's better out on course (upwind of the start zone). Oh no! If my vario could stick out its tongue it would be doing so now! Sink, sink and more sink! Better get back to that thermal you left back near the start zone. Oh, you idiot, now you're down to 1300 and the rest of the pilots are up in a good start position. Dump water now and circle in anything you find. Sure enough, a bump, turn left, 1 knot. Kids, this is definitely not the way to start a contest flight. Soon the thermal strengthens to 2.5 knots and I see F1 slightly downwind in the same thermal. I join him. Soon I'm back up to 5000 agl in a good start position, only about five minutes behind the first wave of pilots that have started out on course.

Now through the start gate. The run up to St. Adelphe is okay, but once again there are not many strong thermals. Glancing out to the north I notice that the clouds over the Laurentians are quickly overdeveloping and turning very dark. It looks like that mess is staying to the north so I should be alright for St. Adelphe. Five kilometres before St. Adelphe, I latch onto a decent 3.5 knot thermal. This day may still have potential. Boom, another strong thermal at St. Adelphe and my spirits are lifting; however a wall of rain is descending out of the Laurentians toward my selected turnpoint of St. Tite. It's clear that the individual cus are combining into a wall of rain that extends from north of Québec City, west to north west of St. Tite. Rounding St. Tite I am sprinkled with raindrops as the squall line rapidly approaches.

With the rain now rapidly moving south out of the Laurentians all task planning gets thrown out the window and I better come up with a different plan, quickly. I turn to the southeast and into the sunshine toward the St. Lawrence River. I quickly find a couple of nice looking hay fields that I can land in to wait out the weather. Looking east it is clear that St. Raymond (home airport) is being hammered with rain and the entire squall line is moving south and would soon envelop the entire north shore of the St. Lawrence. Trying to fly home is not an option as I gently curse the task committee

under my breath! With 1.5 hours left on the TDT, I'm not too thrilled about landing in the sunshine and waiting for the rain to pass through, especially since I can see some sunshine to the northwest and faint areas of sunshine behind the squall. It looks like the squall line doesn't extend any further west than Lac à la Tortue, so if I can just get over to the northwest before the rain envelops me, I might have a chance of salvaging my score for the day.

Okay Roger, change gears; there's always a way! I head off to the northwest and link up to a cloud street that is rapidly being consumed by the approaching squall. The street is still working but some of the cu is starting to overdevelop. It looks like

gentle rain will be the price to pay for using these clouds. After a 30 kilometre run down the street under clouds that were drizzling, I arrive south of Lac à la Tortue in the sun with proof that the airfoil on the mighty SZD-55 performs just fine wet! Most importantly, the rain seems to be staying to the east. I hear groups of pilots calling in and landing just ahead of the rain. Well, if they all land out and I can get home, there is a chance. Slightly west of Lac à la Tortue I run over to a newly forming cumulus and I am rewarded with 4.5 knots. While climbing I keep glancing over toward St. Raymond to the east. It looks like the rain is clearing out but once again about 30 km to the north another squall line is starting to form over the Laurentians. The weather wasn't done with me yet.

I realize that the only chance of getting home is if I can quickly climb high and set up a long final glide (73 kilometres) over the now drenched terrain to St. Raymond. Sometimes everything seems to click into place and you are given a window of opportunity. As the saying goes, "even when opportunity knocks, you still have to get up and answer the door". This is one of those times to get the door. I focus on climbing as quickly as possible. This is it. It's now or never so I point the nose of my freshly washed glider toward St. Raymond with a tailwind, a map, and my trusty Garmin 12.

The sun is at my back, illuminating the wet farmland in front of me like a spotlight on a stage bordered by a black curtain. Not a bump in the air, trim for best L/D, take your hands off the stick, feet off the pedals, and absorb the crisp beauty of sky and earth. I am now just a passenger putting complete faith in the designers of my glider that say I will lose only a foot of altitude for every forty feet that I glide closer to home. But right now, this sky is home; all that matters now is flying as smoothly and efficiently as possible. This really is a magnificent sport. Check the GPS and altitude. Looks good, high enough for a straight in. A short time later I check again, good enough for a circuit!

The radio suddenly springs to life as my crew calls, "AT, where are you?" It's time to start preparing to return to the world that I left five hours ago. The tranquility and whispering wind of my final glide must take a back seat; yes, this still is a national contest flight.

I'm the last competitor home. Call the circuit, speed control, low energy landing and roll clear of the runway. Silence for a few seconds until I open the canopy to the sound and smells of my earth-bound world. A big hug from Lucile and Sonia completes my return. Twenty minutes after derigging, the second wave of rain drenches the airfield. Download the flight from the recorder and submit it for scoring. Contest Day 3 is done for AT.

As it happens I timed out on task seven kilometres into my final glide. Covering more distance in the sun and landing out is what a real competition pilot would have done to try to win the day. Waiting for clearing weather to get home doesn't score well for a TDT task. The competition pilot in me is disappointed but the soaring pilot in me has been rejuvenated. Mine was a very different competition day and I wouldn't change a single thing about it.

Some flights can only be described as "Pure Magic!" ❖

## Only half the fun

Larry Springford, S1

FLYING IS ONLY HALF THE FUN at a contest. After a couple of bad flying decisions I wound up in a field in the town of Shawinigan-Sud. After the glider rolled to a stop, I noted my lat and long for my crew and the Contest Retrieve desk. Then I walked across the road to some people I could see in a driveway so that I could determine the number of the highway alongside the field. Not having any difficulty in hearing that I was "anglais", they suggested that there was someone who was bilingual a few houses down the road. However, one of my underlying aims for this contest at CVVQ St. Raymond was to work on my French, which hasn't got very much exercise in recent years. So I assured them that I was quite happy to converse in French.



After I obtained the information that would be needed by my crew for the lengthy retrieve ahead of us, and after the lady of house told me I was welcome to come into their house, I noticed that the owner of the field was putting down another strip of manure.

I had also noticed with some trepidation that there was one strip between my glider and the road, but fortunately none where I landed. So after introducing myself to the farmer/owner of the field, I returned to the house into which I had been welcomed. The husband brought me in and offered me a beer — that was certainly welcome — and the lady of the house started talking to me as we sat in the living room with her husband and sister.

I found her easy to understand but her husband spoke too quickly for me and not quite as clearly. We sat and talked for an hour and a bit, covering subjects from gliding and our respective careers, to the production of heavy water for CANDU reactors. They were interesting and interested hosts, so I was quite enjoying my visit with them. It turned out that the lady of the house was a retired elementary school teacher. Which explained why she spoke so p-r-e-c-i-s-e-l-y and s-l-o-w-l-y to me.

My trusty and very efficient crew and his wife had a 1-1/2 hour drive to get to me and probably another half hour to get the retrieve information and hook up the trailer. However, I was so engrossed in my conversation with these pleasant people, that I had just time enough to return to my glider, walk to the entrance of the field to guide the trailer in and eat half an orange when my crew arrived. The afternoon had been so pleasant that it wasn't until then that I realized how badly I'd screwed up the soaring day.

You can find pleasant people everywhere, and that's the other fun part of contests. By the way, another positive note was that the farmer with the manure spreader ran out of "product" before he got to me! ❖

# Nationals, Day 2

Jörg Stieber, JS



A STATIONARY LOW over Hudson Bay kept sending cold, unstable air with embedded troughs across the Laurentians. Overdevelopment was forecast to arrive in the contest area around 2 pm. This left us with a very small window of acceptable soaring conditions from the start of convection to the arrival of rain showers. We resolved to try to get in a small task, a 2.5 hour TDT with one mandatory turnpoint, St. Ubalde. The first glider launched at 1130 into a sky full of cu and thermals were good despite the early hour and brisk winds. Most had no problem climbing to cloudbase at 3500 agl in 3–4 knot lift.

To beat the incoming weather, we started just minutes after the gate opening, the whole field flying in close formation on the 40 km to St. Ubalde. We ran the bases of fat cu that gave us some lift but the absence of strong cores concerned me. When it came time to get back to cloudbase there was only weak lift and the bases started to look ragged. Worse, the entire turnpoint area was shaded by a huge TCU that had fallen apart and spread out. The sky looked very dark to the northwest — it wasn't even 1300 but overdevelopment had already started.

The gaggle veered south to find lift in the sun. The cu in the south didn't look all that good to me and it would be a big detour to reach the sun, climb, and then return to the turnpoint. I also sensed a bit of the roughness in the air that one sometimes finds near strong thermals. Jerzy in MF had the same idea and we flew search patterns to find the lift if it was there. Initially it was only weak and disorganized. Then I saw MF in a tight turn, going up like a rocket. He had hit the mother lode! Together we went from 2750 ft to cloudbase at 5200 ft in 3.1 minutes — about 8 kts average climb, bottom to top. Approaching the turnpoint at cloudbase we could see the gaggle much lower far to the south. Finding this thermal had given us a decisive edge. (My score reflected a 24% advantage in distance over the second place finisher.)

As we reached the turnpoint, the question arose of where to go next. It looked rather uninviting in every direction. I decided it would be better to get rained down at home rather than land out far away, so I headed back to St. Raymond. Again, MF had the same idea. About ten kilometres short of St. Raymond, a massive and dark cloud street ran north into the Laurentians. I turned at St. Leonard and decided to give the street a try. Even though it looked overdeveloped, there might still be some lift near cloudbase. From its end it should be possible to reach the turnpoint Venus while remaining within glide range of the contest site. The lift was weak but there was enough altitude gain to safely get into Venus and back. The terrain in the area is absolutely forbidding, nothing but rocks, trees and lakes; certainly not a good place to be low!

Back from Venus and with conditions cycling rapidly now, I decided not to take any more risks and worked the close-in turnpoints for the remaining hour to make sure I would not get caught low in one of the frequent down-cycles. ❖

# Damn, I lost!

Walter Weir, 2W

IT WAS DAY 5 – Wednesday, 30 June. So far I had won two days but I was 159 points behind Jörg. To win the contest I had to pick up in a big way, either through my own brilliant flying which is in short supply these days, or through Jörg's mistakes, also in short supply. Our intrepid contest director called a 3 hour TDT with two mandatory turnpoints totalling 115 kilometres and then a close-in triangle to be flown as many times as possible before time expiry.

I had an idea the weather might deteriorate so I charged out of the gate at top speed almost as soon as it opened. I bounced from cloud to cloud making good time with an L/D of 87 until I stopped to circle at 2800 msl in a 3.8 knot thermal. Great! — keep on like this! But it was not to be. As I got lower and lower, testing each cloud as I passed it, waiting for the big one, I got slower and slower until there I was, about 800 feet off the ground circling in 1.9 knots. And then the whole swarm came in above me, climbed to the top, and left me there still struggling.

The weather was definitely deteriorating with cirrus moving in from the west blocking the sun. I was demoralized but tried my best to concentrate on the future part of the flight. It took me another half hour to creep my way to the first turnpoint and, miracle of miracles, there they all were! I was not the only one to have problems. After making the turnpoint I found myself circling just below Jörg. We set out together toward the second TP through pretty dead air, hitting only one weak thermal and doing four turns for a 300 foot gain. From there the ground was in shadow and the sky was really dead except for one good looking cu quite a way beyond the TP. I lost track of Jörg — couldn't find him anywhere — and as I got closer to the cloud which was my only hope, it looked like it was dying or dead and I was down to 2000 msl. Another miracle! The thermal averaged 3.1 kts to 5200 feet, my high point for the day. Willem Langelaan came in above me and I still couldn't find Jörg or figure out what happened to him.

I had enough altitude to make it home and I set out behind Willem at best L/D. About fifteen kilometres from St. Raymond we came in under huge black cumulus that somehow seemed to be generated from the hills to the north. The lift was weak but there was plenty of time and nowhere else to go so we circled up to cloudbase which was now down to 4700 and proceeded to fly around the close-in triangle always keeping within final glide distance. I was finally shot down four minutes before my three hours expired for a distance of 220 kilometres.

I picked up 150 points on Jörg! Only nine points behind in the contest — a virtual tie!

Day 6 – Saturday, 3 July

It was the last of the ten day contest. We hadn't flown for two days but now we had a good forecast for our last day. It was sudden death playoff time. Bill O'Brien came up with a four hour TDT with five mandatory turnpoints totalling 261 km with the final one 47 km from home —



Denis Pepin

Walter in 2W

just to finish the task and get home is 308 kilometres. This will be the longest task of the contest.

When the gate opened I had already been in the air for an hour so my flight was going to be at least five hours. I was at cloudbase 15 minutes before the gate opened but I couldn't stay there. Clouds that looked good refused to get me up and I floundered around from cloud to cloud trying to get started. Nothing is more aggravating than listening to all the others calling their start times while circling in another half knot thermal! At one point when I was heading toward a good one my airspace warning buzzer sounded and I had to do a 180 and head back into dead air.

Finally I got started (16 minutes behind Jörg as it turned out). I blasted along as fast as I could but the thermals were not particularly strong although I did get a 5.5 knotter that took me up to 7800 feet msl.

It took me 2:47 hours to make the five mandatory turnpoints, five minutes faster than Jörg although I didn't know that at the time because I was still eleven minutes behind him and hadn't seen him. Now it was time for the big decision — go home and do small legs around the close-in TPs or go west to a further turnpoint and risk a landout. I looked at the sky, felt my weary bones, and decided to head for home. Big mistake — Jörg had continued on away from St. Raymond while I flew back into dead air and ended up finishing after only 3:40 hours — twenty minutes early, finishing sixth for the day and falling back to 100 points behind Jörg to remain in second place overall.

"C'est la vie" as they say in Québec. Just wait till next year. ❖

#### TROPHY WINNERS

*CALPA Trophy* – Club class champion  
5393 pts (5768 max.)

**Jörg Stieber**

*DOW trophy* – best flight  
**Nick Bonnière**  
Day 5 – 389.5 km

*SOSA Trophy* – novice  
**Jean-Guy Hélie**

## Un non-participant

**Pierre Brousseau**

UN PLUS POUR UN CLUB, au point vue connaissance, structure et la rencontre de gens formidables et généreux avec leur famille, et le plus important qui aiment le vol à voile et veulent le faire grandir. Par les temps qui court ce n'est pas évident. Ce que je trouve formidable aussi c'est la ténacité des participants à vouloir à tout prix, réussir le parcours malgré les conditions difficiles et le plafond pas très haut. Aussi l'entêtement des compétiteurs à vouloir poursuivre malgré les insuccès (vaches). Malgré ma difficulté de communication, j'ai encore appris sur le vol à voile.

Mon seul regret, c'est de n'a pas avoir commencé la pratique du vol à voile plus jeune. Aussi j'espère qu'il ne se passera pas 18 ans avant d'avoir une autre compétition National. Pour terminer, j'espère ardemment que l'équipe de la CAS pourra continuer les cliniques de Cross Country. Amicalement merci à tous nos hôtes!

## Ma première compétition nationale

**Jean-Guy Hélie, CR**

AUJOURD'HUI 26 JUIN 2004, le championnat canadien se tient chez nous au CVVQ, pour la deuxième fois depuis sa naissance en 1957, la fois d'avant c'était en 1985 hélas trop loin je pense; pourquoi me direz-vous, c'est l'atmosphère qui y règne, francophones et anglophones se côtoient en harmonie totale, on le sait nous sommes des gens relax, de façon générale. Curieusement aussi, les compétiteurs sont détendus et courtois, même si au cours des prochains jours ils devront travailler fort pour battre le King Walter Weir.

Membre passionné depuis 1980, j'ai décidé de participer à cette compétition, la première de ma vie de vélivole en 24 ans et non la moindre; c'est comme Bill O'Brien m'a dit, c'est une nouvelle étape que je vais franchir dans quelques minutes à bord de l'appareil de performance le LS-4a du Club. Sur la ligne de départ, malgré le fait que devant et derrière des pilotes comme Larry et Dave Springford, Jörg, et j'en passe, je me sens à l'aise et je suis prêt à aller m'amuser avec ces pilotes chevronnés et ainsi tourner et voyager au-dessus de notre formidable environnement. Je donne le signal du pouce et ➔ p20



Denis Gariépy

# Early days with Peter Masak

Seth Schlifer, York Soaring

**A**S MANY OF YOU IN THE SOARING COMMUNITY know by now, we have suffered a great loss recently. On 22 May, Peter Masak lost his life while competing in the US 15m Championships held at Mifflin, Pennsylvania.

It was my pleasure to know Peter. He was a gifted flyer, both technically and tactically. He was also very intelligent, and was a brilliant professional engineer. Most of all, and most importantly, I remember Peter as being an upright, gentle, and humble man.

I first met Peter in the early spring of 1976, the year I joined the York Soaring Association and learned to fly. I was 19 at the time, and Peter was just 17. He had been an Air Cadet, and had already been flying for two years. We both shared a background of having a lifelong interest in flying, and of designing and building flying models, including R/C gliders. In addition, I seem to remember a story about Peter even building a full-sized hang glider ... complete with a plastic sail. This was before he got involved with sailplanes. Back then, you could still find hang glider plans for sale in various magazines such as *Popular Mechanics*.

My logbook shows no flights with Peter as my instructor. As a matter of fact, there is just a handful of shared flights, and those were after I became licensed. We had a couple of flights in 2-33s, a couple of 2-32 flights, and a couple in Blaniks, including one of my first practice beat-ups. It's a pity really ... I could have picked up plenty of priceless tips on improving my cross-country speed.

Peter and Don Band, who was one of Peter's instructors during his flight training, had partnered together on an HP-18 kit. They built it in a decidedly aged tool shed which was one of the original farm buildings at York. The club used the upstairs portion as sleeping quarters, and I remember the fuselage taking up most of the upper floor, forcing us to sleep in a tiny corner at one end. The wings took up the entire ground floor of the shed.

One weekend, Peter, Blaine Grills, Dave Harper and I drove down to Bryan, Ohio. Peter had to purchase some materials from Dick Schreder which were needed to complete the -18. Dick, another brilliant engineer and child who never quite grew up, took great delight in showing us how he wasted nothing. He took us to a side room to show off some kits for catapult launched semi-scale profile space shuttle gliders. These kits were produced using the scrap from the foam which was used in making his full-sized sailplane kits. Peter and I, as aeromodellers, were right into it of course, and we simply had to have one. As a matter of fact, we each bought a couple, but not before a delightfully silly session of "test flying" them all around the room! Peter and I had never quite grown up either! We all had a great trip, and as a

diversion, we toured the nearby Air Force Museum at Dayton, Ohio.

One summer, Peter's younger sister Ingrid joined York, and Peter included her in his circle of friends and in all our activities. There was never a hint of sibling rivalry, and it was evident just how much she looked up to her older brother as a role model. We all had a great summer, gliding by day, swimming at the quarry near Elora in the evening, and enjoying the campfire at the club at night.

The HP-18 gradually took shape, and I enjoyed helping out during the mid and final stages of construction. Finally, Peter and I pulled an all-nighter in order to prepare and double check the ship for its final MoT inspection the next day, which it passed. Don Band was a flight test engineer with DeHavilland Aircraft, then involved with the Dash-7 and Dash-8, was the more qualified of the two to perform the maiden flight. Peter and I stood at the runway's edge, watching the flight with great interest and pride. As Don lined up on final approach, Peter noticed that the wheel was still retracted. As the ship was still NORDO, he picked up one of the tires from the edge of the runway and held it high over his head, trying to signal Don to lower the gear. Alas, it was too late, and the shiny new QIY gracefully slid to a stop on its belly. Peter didn't show any anger or frustration, or blame his partner for his error. How would I have reacted I wonder?

The following summer, after several of us had spent what seemed like countless hours filling and smoothing the wings, Peter took QIY down to Ionia, Michigan to compete in their regional championships. Dave Harper took YSA, his 1-35, and Chuck Filson and I went along to crew for them. We drove overnight, and I can still remember the feeling of Peter's little Ford Pinto struggling along. Most worrisome was the sensation of being kicked from behind by the loaded trailer each time Peter took his foot off the gas, and most especially whenever the brakes were applied! We drove through a mainly foggy night and arrived tired but safe, in the small dark hours of the morning, locating the airport by the light beacon. We slept in the airport parking lot in the cars.

The next morning, after assembling both ships, the weather still had not improved much. Soon, A.J. Smith sauntered over and struck up a conversation, all the while rubbing his fingers over the wing surface as we spoke. The wings were unpainted, and were "finished" in various shades of gray filler and primer. A.J. left shaking his head as he walked. Peter recognized this as a psych-out tactic, and remained totally unperturbed. The fog never really burned off, but slowly lifted and became a uniform overcast at about 1000 feet. Nothing to do but

putter around with the gliders and wait out the weather. Wil Schuemann was on hand, and had spent some time fiddling with the vario plumbing in his ASW-12. He had chopped the wings to make it a 15m ship, and added upper and lower winglets. He took a low tow to check out the instrument. Our small Canadian contingent looked on with more than casual interest and amazement when Wil, having by then descended to well below 500 feet, suddenly began to circle tightly over the paved runway and was able to maintain altitude in zero sink. The overcast sky was a uniform dismal grey. A gaggle of birds that had been sitting around waiting out the weather took interest, and converged on Wil in his thermal. Peter and I stood entranced as Wil continued this scratching display for some ten minutes. He suddenly leveled his wings, did a quickie button-hook circuit, popped the tail chute and descended steeply over the power lines, stopping the ship quite short.

Peter and I could only look at each other in silence. We both knew of Wil from soaring lore and legend, and to tell you the truth, we pretty much idolized him, along with A.J. Smith, Dick Schreder, and a few other "sky gods" who were at this contest. Keep in mind that I was only 22 at the time, and Peter was two years younger. Still, Peter had the confidence to just stride over to Wil, who neither of us had ever met, and strike up a conversation. We soon discovered him to be like all the other flyers we grew to truly admire. Intelligent, quiet and unassuming ... much like Peter himself as a matter of fact.

Early that evening, we discovered that QIY's radio wasn't working, and despite the best efforts of Peter and Chuck, a fix could not be found. A couple of phone calls later, a technician was located at a nearby airport about 30 minutes away, and it was dealt with very early the next morning. The radio was fixed and reinstalled by launch time. Add unflappable to the list of Peter's virtues.

After the first day, Peter mentioned we needed to add water to the ship. As there was still no dump valve system installed, there was a bit of chin scratching until his engineer's mind, the product of the University of Waterloo, came up with a brilliant solution ... two corks! It was my dubious task to epoxy a cork into the wingtip end of each water tank. This meant, of course, that the ship would be landing with full ballast, as there was no way of dumping it. Fortunately, there were no outlandings for Peter during the three day contest and a proper dump system was installed right after returning home!

The next summer, while I was flying our club's 1-35, YSO, on a local flight, I picked a fight with Dave in YSA, and Peter in QIY. We all happened to meet up in a thermal about 10 km south of our field and I radioed a challenge to race to Toronto Soaring, just 30 km north of our position. We all started together, and I observed Peter's technique with interest. I had known about dolphin flying from reading about it, and had tried it with partial success. This time I was seeing it done properly, and was amazed. Incorporating what I learned from Peter, I stopped only once for two or three turns during the upwind task, and felt quite satisfied at being beaten by less than a minute. Peter arrived first, followed closely by Dave. Our trip took just twenty minutes, a personal best for me for sure.

Feeling quite smug, I cavorted around over Toronto Soaring's field for awhile. I'd lost sight of Peter and Dave but thought they were just hanging around somewhere nearby. Less than ten minutes later, I heard the familiar voices on the radio taunting me that they were now over York, and asking where I was and why it was taking me so long to get back. They were flying the return trip, while my sights were simply on the more pedestrian job of arriving safely overhead the goal. Feeling quite sheepish, I converted my ample height into distance, and rushed the 20 kilometres home in under ten minutes. That was the day that ended my "pole sitting" mentality. Thanks, Peter.

During the 1981 season, I was again making attempts in YSO at a declared 300 km task around Tillsonburg and Hanover. On one such attempt, Peter, who was flying QIY on a local flight, joined up with me on my initial climb. As we neared the top I suddenly noticed I'd forgotten my chart in the clubhouse! I radioed Peter to report my embarrassing predicament, explaining that I needed to land to get it. Peter, ever the gung-ho pilot, replied "No, you'll waste too much time, just follow me. I'm sure we can find our way to Tillsonburg." It turned out that Peter didn't have one either!

Not being willing to risk getting lost, and certainly not wanting to be seen to be following anybody around a badge task, I immediately entered a steeply banked spiral at 70 mph ... the ship seeming to be hanging on the full 90 degrees of flap. After my relight, Peter was amazed at how little time was wasted. After just 25 km, conditions nearly died and we ended up limping home, returning upwind by working a verry weak lift street in blue conditions. My education continued, as we arrived with a surprisingly modest height loss.

Peter taught me these techniques without words. He was always modest, and in fact, because I followed the street at a slightly slower speed, I arrived in his thermal some 200 feet above him over the airfield. Peter offered me encouragement by expressing surprise at how much of a height advantage I had accumulated, and wondered aloud that perhaps he had been flying too fast for the conditions. Peter was always willing to share what he knew as well as to learn from others. His analytical mind open at all times, and truth was wherever he found it. I never saw him display an arrogant or superior attitude.

One time, Peter generously offered me a chance to fly QIY. I declined, thinking it best to speak to his partner first. The ship was soon sold before I had my chance. Later, at the '82 Nationals, he offered a chance to fly his ASW-20, MO. The next day, I damaged YSO in a ground-loop and, with my confidence temporarily set back, never took him up on it.

In summary, the things for which I held Peter in esteem were much more than his skills as a soaring pilot. The things I respected him for are those things which are so hard to learn and, even then, are the attributes which one normally finds in older men who have learned the lessons of a long life. Attributes such as patience, kindness, taking interest in the success of others, a sharing nature, uprightness, and an unassuming nature. It was my pleasure to know him. God bless you, Peter. ❖

# safety & training

## SAC Western Instructor Course

The course was conducted this year from 5–10 July at Innisfail airport near Red Deer, Alberta. Jerry Mulder graciously offered the use of the Central Alberta Gliding Club (CAGC) facilities in cooperation with the Innisfail Flying Club to support the course.

Candidates came from all the western provinces and CAGC provided the best central location with an excellent facility. However, the weather did not cooperate fully! Central Alberta was hard hit with heavy rains during the week of the course. It managed to rain six out of the eight days we were there. We managed to squeak in a few flights between showers and by extending the course one day into Saturday we were able to complete most of the flying exercises.

Cu Nim provided a Blanik, Edmonton Soaring a Puchacz, and CAGC a 2-22 for the candidates to experience instructing across the spectrum of trainers used within SAC clubs. Many thanks to club presidents Carol Gould (CAGC), Henry Wyatt (ESC), and Phil Stade (Cu Nim) for providing the aircraft support and the assistant instructors for the course. Most candidates also had the opportunity to experience winch launches with CAGC instructor Roman Budzis on the weekend before the course started.

Candidates found the initial flights with seasoned instructors acting as students difficult. Flying and supervising a safe flight had to be



Colette Laplante

Back row “staff” (l to r) is: Brian Davies, Bob Hagen, Paul Chalifour, Tom Schollie, Renata Latam, Ken Latam, Roman Budzis, and Dan Cook. Front row Class 3 graduates (l to r): Trent Leineweber (Regina), James Swank (VSA), Orlan Dowdeswell (Regina), Nelson Pigeau (Silver Star), Richard Snow (VSA), Sean Sarabin (Prince Albert), Cuyler Green (CAGC), and Matt Chislett (Winnipeg).

second nature when trying to get yourself organized to teach a lesson in an unfamiliar glider. Although it was more difficult at the start, almost all the candidates expressed their appreciation to fly a modern trainer like the Puchacz. All agreed it was an excellent training platform that made demonstrations easy. By the time we were practising spin exercises I realized the candidates found the flights more a thrill than a challenge. To increase the challenge the “students” started to make more errors requiring closer attention from the candidates to provide corrections. Most agreed that this was likely the most beneficial part of the course, that is to learn what they might have to anticipate in the real instructing world! Safety being job #1.

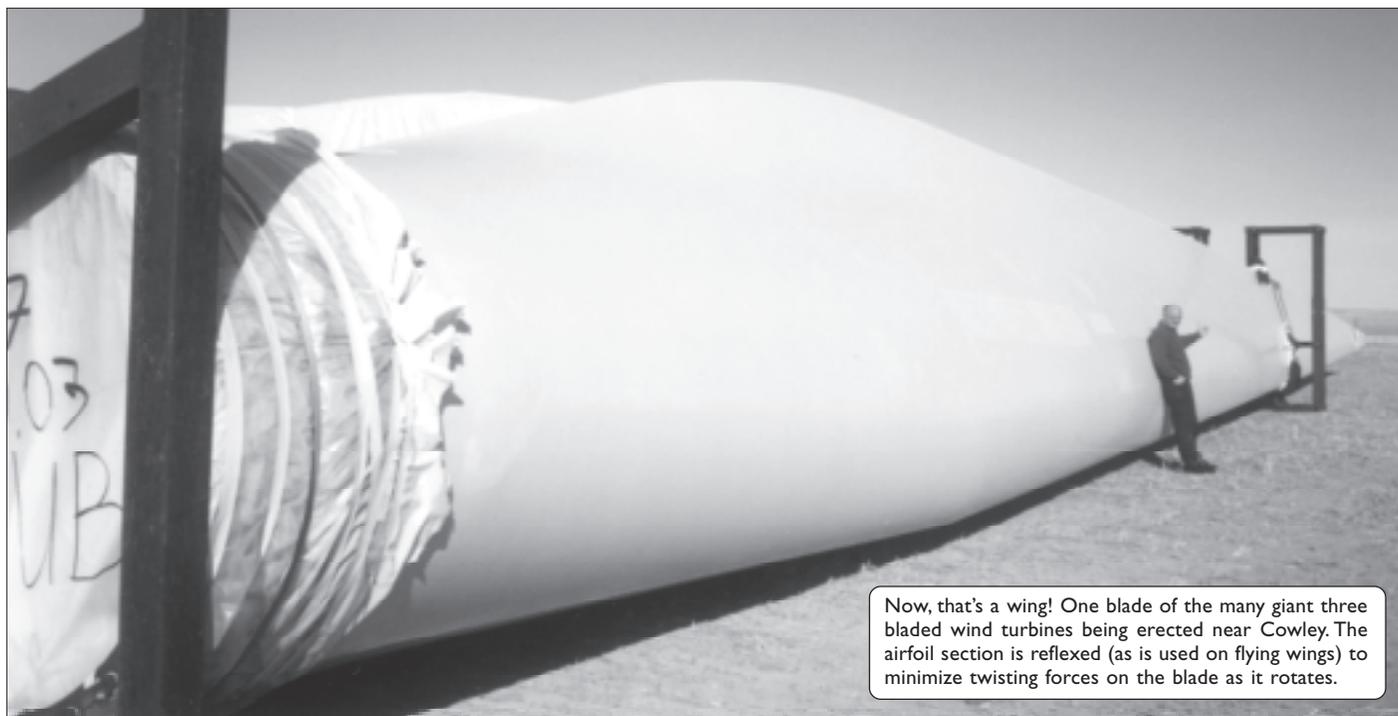
The course was well served by assistant instructors Karin Michel and Paul Chalifour from

Cu Nim, Brian Davies from CAGC, and Bob Hagen from ESC. Other support was provided by John Mulder, Ken and Renata Latam, Carol Gould, and Colette Laplante. I would be remiss if I did not mention the tireless and good humoured support of CAGC towpilot, Tom Schollie who provided the 75 plus tows with the Alberta Soaring Council towplane. These people all gave up their vacation time to help out on the course. A big thanks from all of us.

Not in photo is Ray Perino (Canadian Rockies). In addition, a SAC Class I upgrade was completed by Bob Hagen (ESC), a Class II upgrade by Brian Davies (CAGC) and a Class III conversion by Roman Budzis (CAGC).

Congratulations to all!

**Dan Cook**  
FT&SC Course Director



Tony Burton

Now, that's a wing! One blade of the many giant three bladed wind turbines being erected near Cowley. The airfoil section is reflexed (as is used on flying wings) to minimize twisting forces on the blade as it rotates.

## Club news

### Ya shoulda been there!

Thursday, 27 May. The early morning sun had all it could handle to burn off the heavy fog from Wednesday's watering of the earth. By mid-morning there were still persistent cat's paws of fog slinking through the deep woods on the verges of the airfield. Human habitation of the SOSA club premises was limited to two haunted souls, Alan Grant and I.

Flight? You gotta be kidding! So, seeking for further amusement we decided to do what comes naturally — cut the grass. Now grass cutting is sort of like Tom Sawyer's white-washing of fences — the more you do it and the more flair you put into the production the more others feel an irresistible urge to ... find other interests. The others in this case were a threatening sky and ... well nothing, nobody, not a single bloody soul about.

Then as a reprieve from the grass cutting slavery, who should appear but a most estimable towpilot, Mr. Terry McCartney-Filgate. And with his arrival, the sun finally triumphed and there was lift in the air! Down tools, the grass will still be growing tomorrow and we are off to sample the pleasures of our sometimes incomprehensible passion.

The first two hours passed more-or-less uneventfully if you ignore the ignominy of a relight for having failed to pay proper homage to the soaring gods by flying weak thermals with precision and grace. But as the day was ending early and a solid black rain band marched purposefully in from the west, a brief patch of virga beckoned with the opportunity of a mid-air glider wash. A pity though, too far away and too ethereal so we sauntered homeward. Crossing Valens Lake there was the Hail Mary of all thermals! Six, no eight knots, and tighter than a miser's purse, straight up from 3000 feet to near cloudbase at 5100 in less than three minutes! Six or seven turns at most!

The black rain band was still chugging eastward but some miles away and at the top of the thermal I pushed out upwind, cleared the cloud and pulled back into 2 knots of thermal wave. Smooth and creamy like a Ben & Jerry's milk shake. I turned along the cloud face and held Xray-Tango back to that magic shivering point just on the green side of the stall and let her drift upward mounting the windward side of the cloud, a leaf buoyed up in the vertical wind. Softly, tracklessly climbing upward to the cloud tops and a little more where at 6400 feet in the sparkling blue, nature's elevator gave up with a soft sigh leaving me hanging high in the glassy splendour of a silent sky.

We all fly for different reasons. Some to establish goals and achievements to inspire others



Mt. Assiniboine, BC, covered with a fresh dusting of snow. Tim Wood took this picture in the course of completing a 300 km FAI triangle on that date, in what he describes as the strongest conditions he remembers at Invermere. Tim's flight track is posted on the OLC for 4 Jun 04, number 464A10D7.

to follow. Some of us fly to teach others the joy of flight. Some fly to leave the mundane chores of the earth-bound behind. But whatever the motivation, nature once in a long while rewards each of us with that magical flight. We can but revel in the reality of it and cherish the memory of it afterward.

Such was this day's wonderful flight and the memory of it. Ya shoulda been there!

Doug Bremner

### † Ovila André Boudreault

He was "Shorty" to everyone, born in 1917, and died 29 March 2004 of natural causes.

Shorty was a famous character right from the early days of SAC. A story on his gliding life from many contributors will appear in the next issue.

### Say waht?!

Aoccdrnig to uinervtisy rseerach, it deosn't mtttaer waht oredr the ltteers in a wrod are, the only ipromtant tihng is taht the frist and lsat ltteers are in the rghit plcae. The rset can bne a tatol mses and you can sitll raed it wouthit a porbelm. Tihs is bcuseae we do not raed ervey lteter by itslef but the wrod as a wlohe. So, do you sitll wnat to be a culb nweslteter etdoir? Poorf-raedres bwear!

### Landout stories

I have previously asked readers to contribute interesting landout stories. These two come from Richard Sawyer, CFI at York Soaring, and both happened the same day.

"Ric Willems had what must have been the best outlanding ever. He landed at an airstrip just as someone was getting a Tripacer ready to fly. "Hop in," he said, and dropped Ric back at the field for him to grab his trailer and retrieve himself."

Richard continues: "Contrast that outlanding with the sad tale of a nearby club (that shall remain nameless). They landed out in a 2-33, and apparently had no option but to walk it back to their field, a distance of around 8 km as they did not have a trailer available."

Note from B.E. – I believe the best outlanding ever had Gino Cavicchioli landing out and five minutes later being in a borrowed swimsuit by the pool, drink in hand, phoning his crew asking them not to hurry. I'll bet *that* farmer did have the proverbial daughter.

**the Bald Eagle** (1815 days with no landout)

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sailplane.

## Ma première compétition .. from p15

voilà que quelques centaines de pieds plus loin je suis dans les airs grâce au Pawnee et l'altitude de largage est vite atteinte. Les premières minutes sont fascinantes, tout ce monde en l'air en trente minutes qui explore et virevolte, nous sommes douze au total. Je fais le tour de nos pompes permanentes mais surtout, j'apprécie vivement les quelques minutes que je vole avec Jörg dans son LS-8 en thermique au même niveau et je tient bonne ne me laissant pas dépasser.

J'aurais aimé être à porté de vue du Discus de Ian Grant, mais ce sera pour le prochain vol, je l'espère, quel élégance enfin c'est vraiment mon préféré. Tous en l'air, nous attendons le signal de départ puis Bill nous confirme que nous pouvons partir, les cumulus nous attendent au loin et certains d'entre nous se lancent à leur poursuite.

Ni nerveux ni anxieux, je vole puis j'annonce mon départ, cependant deux surprises m'attendaient, à deux reprises j'ai dû virer vers la piste mère, mais je m'en suis sorti les deux fois et la dernière avec un solide trois nœuds. Je distingue à peine des planeurs en avant en route vers St. Ubalde, je me sens un peu seul et tout va pour le mieux maintenant et je grimpe à 3800 puis je me lance en direction de notre seul point de virage obligatoire. Tout droit devant pour un autre dix kilos, je perds à peine 500 pieds, puis un autre boomer m'amène aux portes de St. Ubalde en un rien de temps. Il semble que j'ai rejoins tout le monde, il y a devant moi sept ou huit planeurs quelques-uns sont sur le chemin du retour, d'autres tournent et montent et en voilà un qui s'échappe vers le nord, le seul plus haut que moi. Que fais-je, St. Ubalde à dix kilomètres dans un trou bleu prêt à nous engouffrer tous, mais vers le sud les chances semblent meilleures et tout doucement je perds de l'altitude et je parviens à sa hauteur, croyant même en être juste au-dessus, puis



**LAK 19** Standard Class/18  
**LAK 17a** flapped 15m/18m  
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for details contact:  
Nick Bonnière [bonnfutt@magma.ca](mailto:bonnfutt@magma.ca)  
[www.magma.ca/~bonnfutt/Lak17](http://www.magma.ca/~bonnfutt/Lak17)

direction est sans délais afin de retrouver Nick et Larry dans un thermique très faible qui parvient à nous garder en l'air. Étant un peu plus haut que mes deux copains, je me sentais plus confortable mais absolument non sûr de pouvoir retourner au champs.

Alors, je suis toujours en l'air donc patiemment je cherche à améliorer le taux de monté en agrandissant légèrement mes cercles vers le sud et ainsi je me rapproche de St. Marc des Carrières au cas où, je ferais une vache, mais je travaille fort afin de garder ma promesse (revenir au champs). Toujours à 2200 pieds depuis quelques minutes déjà, mais plus au sud, je perçois une augmentation de mon taux de monté et en même temps ou presque je vois Larry atterrir sur une piste d'ultra-légers et Nick qui cherche à améliorer son sort en allant vers le village.

Patience est le mot d'ordre, pendant près de 17 minutes j'ai collé à ce thermique mais j'ai été récompensé puisque vers la fin de cet interminable périple j'ai attrapé du 3, 4, 5 kts qui m'amène à plus de 4500. À 40 kilomètres de St. Raymond à cette altitude, je sais que j'entre à la maison et je pousse à 65, 70, avec des pointes à 80 kts et le vent aidant je m'y rends sans peine.

Après mon atterrissage j'apprends que Nick et Dave sont aux vaches, comme quoi la journée n'était pas si facile, donc pas besoin de

vous dire à quel point j'étais fier de ma performance pour un premier vol en compétition et j'ai hâte à la prochaine journée ou le Chef de Compétition annoncera le départ et que je serai assis aux commandes de notre formule 1.

## De dimension humaine from page 11

soutien de tous les autres membres du Club de vol à voile de Québec qui ont, pendant ces deux semaines de compétition nationale, veillé à ce que les opérations normales du club se déroulent le plus adéquatement possible. Ce travail a bien sûr servi les nouveaux membres de la saison, qui ont pu profiter de l'instruction désirée, malgré les contraintes de la tenue de l'événement.

En terminant, le constat que j'en fais m'amène à souligner, avec joie, que beaucoup de membres ont travaillé à faire de cette compétition nationale un succès. Tous ont œuvré afin que l'ensemble des compétiteurs et leurs proches passe un séjour des plus agréables chez nous. Je suis convaincu de cette réussite, d'autant plus que tous ces grands pilotes participants me l'ont personnellement signifié.

Finalement, je vous assure que durant ces deux semaines, j'ai été honoré d'avoir pu apporter à ces derniers mon soutien ainsi que ma collaboration! ❖

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The following badge legs were recorded in the Canadian Soaring Register during the period 9 May to 10 July 2004.

## GOLD BADGE

311 Ray Perino Rockies  
312 Martin Jones Rockies

## SILVER BADGE

982 Chris Lowe Cu Nim

## DIAMOND GOAL (300 km goal flight)

Martin Jones Rockies 301.7 km Discus B Invermere, BC  
Chris Lowe Cu Nim 316.7 km Jantar Blk Diamond, AB

## GOLD DISTANCE (300 km flight)

Martin Jones Rockies 301.7 km Discus B Invermere, BC  
Chris Lowe Cu Nim 316.7 km Jantar Blk Diamond, AB  
Ray Perino Rockies 302.8 km PW-5 Invermere, BC

## GOLD ALTITUDE (3000 m gain)

Martin Jones Rockies 3077 m Discus B Invermere, BC  
Dan Daly Bluenose 3290 m 1-34 Falcon, CO  
Ray Perino Rockies 3078 m PW-5 Invermere, BC

## SILVER DISTANCE (50 km flight)

Chris Lowe Cu Nim 138.9 km Jantar Blk Diamond, AB

## C BADGE (1 hour flight)

2787 Robert Cadieux Montreal 1:24 h L-13 Hawkesbury, ON

# SAC records

Roger Hildesheim

49 Maitland Street, Box 1351, Richmond, ON K0A 2Z0  
(613) 838-4470, <lucile@istar.ca>

The following record claims have been approved:

Pilot **Tony Burton**  
Date/Place 18 May 2004, Black Diamond, AB  
Record type Triangle distance, Club  
FAI Category 3.1.4g  
Sailplane type Russia AC-4C, C-GJEC  
Distance 515.7 km  
Task completed Black Diamond, Brocket, Vauxhall & return  
Previous record 482.2 km, 2003, Tony Burton

Pilot **Gerard (Tim) Wood**  
Date/Place 13 Jun 2004, Invermere, BC  
Record type 100 km Speed to goal, Open & Club  
FAI Category SAC  
Sailplane type ASW-27, C-FWKR  
Speed 136.1 km/h (119.8 km/h Club)  
Task completed Mt Seven to "100 South" goal  
Previous record Open, 125.1 km/h, 2001, Larry Springford Club, 113.0 km/h, 2002, Dave Mercer

Here's another interesting record:

Pilot Michael W. Melville (USA) in Space Ship 1  
Place Mojave, CA  
Record type Altitude, Aeroplane launched from a ship  
FAI Category Class C - Aeroplanes, Sub-class C-1 (Landplanes) & C-1d (Landplanes - takeoff wt. 1750 to 3000 kg) Group 4 - rocket engine  
Performance 86,106 m

## FAI BADGE SUPPLIES

### Order through FAI badges chairman - Walter Weir

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Note: items 4 and 5 not stocked - external purchase approval is given

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|----|---|----------------|
| 1  | FAI 'C' badge, silver plate pin                               | \$ 5.00        |
| 2  | FAI SILVER badge, pin   | \$45.00        |
| 3  | FAI GOLD badge, gold plate pin                                | \$50.00        |
| 4  | FAI GOLD badge, 10k or 14k pin                                |                |
| 5  | FAI DIAMOND badge, 10k or 14k pin and diamonds                |                |
| 6  | FAI Gliding Certificate <b>*10 for \$39.00 to clubs*</b>      | \$10.00        |
|    | <b>Processing fee</b> for each FAI application form submitted | <b>\$15.00</b> |
| 36 | FAI 'C' badge, cloth, 3" dia.                                 | \$ 6.00        |
| 37 | FAI SILVER badge, cloth 3" dia.                               | \$12.00        |
| 38 | FAI GOLD badge, cloth 3" dia.                                 | \$12.00        |

### Order these through the SAC office

- |    |  |         |
|----|--|---------|
| 33 | FAI 'A' badge, silver plate pin (available from your club) | \$ 3.00 |
| 34 | FAI 'B' badge, silver plate pin (available from your club) | \$ 3.00 |
| 35 | SAC BRONZE badge pin (available from your club)            | \$ 3.00 |

Please enclose payment with order; price includes postage.  
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### SAC forms (downloadable from SAC web site forms page)

FAI badge application, Official Observer application, Flight trophies,  
FAI Records application, Flight Declaration form

## ARTICLES FAI POUR INSIGNES

### Disponibles au président des prix de la FAI - Walter Weir

3 Sumac Court, Burketon, RR2, Blackstock, ON L0B 1B0

Les articles 4 et 5 ne sont pas en stock - permis d'achat externe

- |    |   |
|----|---|
| 1  | Insigne FAI 'C', plaqué argent                                    |
| 2  | Insigne FAI d'ARGENT  |
| 3  | Insigne FAI d'OR, plaqué d'or                                     |
| 4  | Insigne FAI d'OR, 10c ou 14c                                      |
| 5  | Insigne FAI DIAMANT, 10k ou 14k et diamants                       |
| 6  | Certificat FAI de vol à voile (receuil des insignes)              |
|    | <b>Frais de services</b> pour chaque formulaire de demande soumis |
| 36 | Insigne FAI 'C', écusson en tissu, 3" dia.                        |
| 37 | Insigne FAI ARGENT, écusson en tissu, 3" dia.                     |
| 38 | Insigne FAI OR, écusson en tissu, 3" dia.                         |

### Disponibles au bureau de l'ACVV

- |    |   |
|----|---|
| 33 | Insigne FAI 'A', plaqué d'argent (disponible au club) |
| 34 | Insigne FAI 'B', plaqué d'argent (disponible au club) |
| 35 | Insigne ACVV badge de BRONZE (disponible au club)     |

Votre paiement devrait accompagner la commande. La livraison est incluse dans le prix. TPS n'est pas requise. Les résidents de l'Ontario sont priés d'ajouter la taxe de 8%.

### Formulaires ACVV

Formulaire de demande pour insignes FAI, Observateur Officiel, trophées, records FAI, formulaire de déclaration de vol

**Tasking**

For most of the contest period a low was lodged over James Bay. This resulted in large bands of upper cloud. For us rank and file pilots it looked dismal. However, all dismal days appeared as soarable opportunities to the seamlessly cooperating team of Jean Richard, glider pilot and Environment Canada meteorologist extraordinaire, Bill O'Brien, contest director, and the task committee of Jörg Stieber and Dave Springford.

**The window of opportunity**

Every morning the 10 o'clock briefing was announced by cloud lifting tunes from Don Grant's bagpipe. Typically the sky would not look promising at this hour. Jean would show us satellite pictures which confirmed that much of Ontario and Québec was overcast. However he would always discover a small area of cloudless sky that could be moved into the task area from about noon until 1600. To us it looked improbable but the Task committee and the CD would completely agree with Jean's clairvoyance.

Usually two tasks were set. One that seemed ridiculous and a back-up task that was ridiculous minus 20 kilometres. We followed the CD's orders to be on the grid by 1130 and first takeoff at 1145. Miraculously it worked every time! — during the forecast time slot the weather would be soarable. In addition, cloudbase and thermal strength would generally agree well with the forecasted values. At the end of the day the weather would often deteriorate, closing our window of opportunity.

**A good contest**

Jean's deep insights in the weather behavior in the task area, Bill's astute leadership and Jörg and Dave's good feel for the maximum soarability of Jean's weather resulted in an uncannily good contest. We flew six good contest days in conditions that otherwise could have been pre-judged as too marginal. For those of us from southern Ontario, it was a 900 kilometre drive that was well rewarded with six days of joy of competing. Only twelve pilots had entered the Nationals, hence we all flew Sports class with handicaps. Handicaps are generally not adequate equalizers. Fortunately, modern Standard class and 15m gliders have similar performance profiles, thus we could have a fair and good fight every day.

**Great contest support**

Needless to say that there were many more who we relied upon to make it possible for us to have a great contest. The cooks, oh-là-là, la cuisine Québécoise!, the CVVQ originators and behind-the-sceners, the take-off tag team, the start radio mistress, the towpilots. I must single out the Bonnechere club who donated their only towplane and a pilot, Iver Theilmann to the contest! Scoring team, Nick Bonnière (software) and Jean-Marc Piuze (computer scoring). And of course our crews! To all of you: merci pour une compétition magnifique et joyeuse!

**Epilogue**

To advance in cross-country soaring, there is no substitute for flying a contest. You often fly in conditions where you would not think of pulling the glider out of its trailer, but are then surprised that 200 kilometres were possible. On good days you feel like you broke a speed record, only to discover that more experienced pilots flew 20 km/h faster. Flying well is, in essence, optimizing the flight in the available conditions. It's partially learned from the methods of other pilots and it is largely learned by experience.

The more you fly, the better you get. For those of you who are now beginning to fly cross-country, join us in the Nats next year! Do some awesome flying that today you would not hold possible! ❖

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

## single seat

**1-26A**, CF-ZDQ, #70, 2260h. Metal wings. Framing check and recovered 1998. New paint 2002. Basic inst, open trailer. \$10,000 firm. At London SS. Chuck McGee, <cmcgee@quadro.net> (519) 283-6260.

**BG12B**, CF-UKB, 774h, 1967, basic instruments plus T&B, 2 elec variors (one with audio), O2, chute, encl. metal trailer. Construction plans available. A good performer and capable XC ship. Always hangared or in trailer. Asking \$7000 but open to offers. Derek Kirby (905) 458-0819, <dkirbyc614@rogers.com>.

**Std Jantar**, C-FLZS, 1205h, 1976. All ADs done. Basic instruments, ATR 760 chan radio & boom mike, LX4000 computer, metal trailer. \$28,500 obo. For info see <www.hunkeler-online.com>.

**ASW-15**, C-FBEQ, 1846h, 1970. All ADs done. One man rigging & tow-out gear, Garmin GPS, 720 chan radio, hinged canopy, nice finish, chute. \$18,000 obo. Tom Foote (902) 466-2906.

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**Hornet**, 3458h, 1977, wings refinished in 1992 and fuse in 2002. All ADs done, annualled for 2004. Automatic control hook-up. Dittel ATR 760 radio with boom mic, Blumenauer EFA1 electric vario and flight computer, Sage mech vario. Metal tube trailer vg cond. (by Günther Geyer). \$23,500. Info contact John Brennan <hornet@sosaglidingclub.com>.

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**H301 Libelle**, 1/2 share, \$12,500. Located at York Soaring. Tracy Wark, details contact Gino Cavicchioli, <gino@ginocavicchioli.com> (905) 549-2638.

**ASW-20**, 1981, 2100h, ELT, Varicalc GPS/computer/recorder, Dittel 720 ch radio, Security 150 chute, 1989 Cobra trailer, tow-out gear. Nick Bonnière, <bonnifut@magma.ca>.

## two-place

**Grob 103 - Twin II**, C-GGLA, #3804, about 2310h. Basic Instruments - both seats, 760 chan radio. Asking \$42,500. Pictures available in the members section of <www.sosaglidingclub.com>. More info at <grob@sosaglidingclub.com>.

**Lark IS28-B2**, C-GVLI. #67, 1800h, basic inst, Cambridge vario & repeater, Varicalc computer, Alpha-100 radio, g-meters, professional open trailer. 20 year inspection/o'haul in '99 at 1585h. \$US18,500 obo. Matt Chislett, (204) 254-3767. More info at: <www.autobahn.mb.ca/~mbc/Lark%20advert.htm>.

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## magazines

**GLIDING & MOTORGLIDING** — world-wide on-line magazine for the gliding community. Edited by Gillian Bryce-Smith, <www.glidingmagazine.com>.

**SOARING** — the monthly journal of the Soaring Society of America. Subscriptions, US\$43 price includes postage. Credit cards accepted. Box E, Hobbs, NM 88241-2100. <info@ssa.org>. (505) 392-1177, fax (505) 392-8154.

**GLIDING KIWI** — Editor, John Roake. Read world-wide with a great reputation for being first with the news. US\$40. Personal cheques or credit cards accepted. NZ Gliding Kiwi, 79 Fifth Avenue, Tauranga, New Zealand. <gk@johnroake.com>

**SAILPLANE & GLIDING** — the only authoritative British magazine devoted entirely to gliding. Bimonthly. US\$45 per year airmail, US\$35 surface. <beverley@gliding.co.uk>

**VOL À VOILE** — une publication bimestrielle éditée par Aviasport. 300 F les 6 numéros. Tel 01 49 29 44 22 <info@volavoile.com>.

## suppliers

**Canadian Soaring Supplies** Borgelt instruments and soaring software. Svein Hubinette, 343 - 150 rue Berlioz, Verdun, QC, H3E 1K3, (514) 765-9951 <svein@videotron.ca>.

**Sportine Aviacija** LAK sailplanes <www.lak.lt>. Exclusive dealer for Canada, Nick Bonnière <bonnifut@magma.ca>. LAK-17a - 15/18m flapped; LAK-19 - 15/18m standard; LAK-20 - 2-seat 23/26m Open.

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**ALBERTA SOARING COUNCIL**  
Tony Burton (403) 625-4563  
[t-burton@telus.net](mailto:t-burton@telus.net)  
Clubs/Cowley info: [www.soaring.ab.ca](http://www.soaring.ab.ca)

**CENTRAL ALBERTA SOARING CLUB**  
Innisfail A/P, AB  
Brian Davies (403) 318-4577 H  
[ve6ckc@ccinet.ab.ca](mailto:ve6ckc@ccinet.ab.ca)

**COLD LAKE SOARING CLUB**  
CFB Cold Lake, AB  
Randy Blackwell (780) 594-2171  
club phone (780) 812-SOAR  
[caeser@telusplanet.net](mailto:caeser@telusplanet.net)  
[www.clsc.homestead.com](http://www.clsc.homestead.com)

**CU NIM GLIDING CLUB**  
Black Diamond, AB  
Al Hoar (403) 288-7205 H  
club phone (403) 938-2796  
[www.soaring.ab.ca/free-flt/cunim](http://www.soaring.ab.ca/free-flt/cunim)

**EDMONTON SOARING CLUB**  
N of Chipman, AB  
John Broomhall (780) 438-3268  
[www.edmontonsoaringclub.com](http://www.edmontonsoaringclub.com)

**GRANDE PRAIRIE SOARING SOCIETY**  
Beaverlodge A/P, AB  
Terry Hatfield (780) 356-3870  
[www.soaring.ab.ca/free-flt/gpss/home](http://www.soaring.ab.ca/free-flt/gpss/home)

### Pacific Zone

**ASTRA**  
Harry Peters (604) 856-5456  
[petersh@uniserve.com](mailto:petersh@uniserve.com)

**BULKLEY VALLEY SOARING**  
Smithers A/P, BC  
Leif Jorgensen,  
[newpro.elec@telus.net](mailto:newpro.elec@telus.net)

**CANADIAN ROCKIES SOARING CLUB**  
Invermere A/P, BC  
Evelynne Craig (250) 342-9602  
[evcrinh@rockies.net](mailto:evcrinh@rockies.net)  
[www.canadianrockiessoaring.com](http://www.canadianrockiessoaring.com)

**PEMBERTON SOARING**  
Pemberton A/P, BC  
Rudy Rozsypalek (604) 894-5727  
[www.mountain-inter.net/soaring/](http://www.mountain-inter.net/soaring/)

**SILVER STAR SOARING ASSN**  
Vernon A/P, BC  
Mike Erwin (250) 549-1397  
[www.silverstarsoaring.org/](http://www.silverstarsoaring.org/)

**VANCOUVER SOARING ASSN**  
Hope A/P, BC  
David Clair (604) 739-4265 H  
club phone: (604) 869-7211  
[www.vsa.ca](http://www.vsa.ca)