



# Free Flight

official publication of  
THE SOARING ASSOCIATION OF CANADA

JUN/JUL 71





# Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

Issue 4/71

June-July, 1971

## S. A. C. NEWS

The following letter was sent to all Directors and Club Presidents by S.A.C. President, Dave Marsden, on May 28th, 1971:

### 1. Licence Requirements

A.N. le Cheminant has agreed to continue as Chairman of a Committee on Licence Requirements. Dr. R.F. Taylor of the Edmonton Soaring Club has agreed to serve on this committee and his professional advice as an M.O.T. medical examiner will be a valuable asset. He is a Soaring Pilot and has a keen interest in the medical aspects of flight safety.

Chem advises that the M.O.T. will wait for us to come up with recommendations for Licence Requirements. We should take our time and submit a well-considered proposal rather than rushing into something. The survey circulated in Ontario by Peter Folkes is certainly a step in the right direction. It would be a good idea for other Zone Directors to copy the form and circulate it to their own Zone Pilots. (To save time a copy of the form is included in this issue and members are requested to complete it and return it to their respective Zone Director - see back of cover for addresses - ED.) The results should be sent to Chem for his consideration. When Chem is able to put together a proposal to M.O.T. a draft can be circulated to all Directors, Club Presidents and Club C.F.I.'s for comments. If the draft is approved, we will then submit it to M.O.T.

The comments I have had so far agree fairly well with the results of the Ontario survey. I will try to summarize them as follows:

- (a) The proposed increase in experience to 6 hours is justified and possibly it should be 10 hours.
- (b) Reference to sailplanes suitable for cross-country flight leaves too much to individual interpretation. Time on the type would be a more pertinent criterion.
- (c) Some kind of medical would relieve instructors of the responsibility of having to decide if a pilot is medically fit to fly.

- (d) We should have medicals for people carrying passengers or instructing.

## 2. Insurance

T.R. Beasley has opened negotiations with the insurance brokers, Lukis, Stewart, Price, Forbes and Co., with a view to obtaining group insurance rates for all S.A.C. member clubs. This firm now handles insurance for three clubs in Ontario and Quebec, and has a group policy for the R.C.F.C.A.

They will need information on flying hours, value of equipment and accident statistics to arrive at a premium rate structure.

## 3. Constitution

Frank Holman is Chairman of a Committee to Revise our Constitution. Each member of S.A.C. should be provided with a copy of the Constitution and By-laws.

Frank suggests that we should elect our Directors for two or three year terms to allow better continuity, particularly with regard to work of committees. Possibly we could have a three year term and elect two new Directors each year.

## 4. National Team

We should do all we can to ensure that our National Team has first class equipment and the best possible chance to compete successfully in international contests. Peter Trounce will be writing to former team members and crews for suggestions as to how we can improve on previous arrangements.

## 5. Statistics and Trophies

In some cases our trophies are of poor design, poor quality of construction and have other defects. I have asked Peter Trounce, as Chairman of the Statistics and Trophies Section, to have a look at the overall situation and recommend standards for trophies.

The practice of having a company name attached to an award should only be followed if the company is willing to give the Soaring Movement some substantial support. This is usually in the form of money or services. Neither the company nor the Soaring Association benefits if an award simply consists of a piece of hardware that spends its life in a packing case and is dragged out once a year for a presentation. It might not be too much to ask a company to pay expenses for the winner of their award to come to the A.G.M. to be presented with the trophy. This might generate some publicity which would be of value to the company as well as to the Soaring movement.



## 6. Free Flight

Free Flight fulfils a most important function in providing communication between S.A.C. and individual members. We should use it as a means of public discussion of issues such as the licencing issue as well as to keep our members informed that S.A.C. is actively promoting the interests of Canadian Soaring.

Sylvia Webb has been able to excerpt portions of Club News Letters to provide pretty good coverage of local activities. However, we might help her in this task if we could find some Free Flight reporters who would send in special reports of things which might be of interest to other clubs across the country. What do you think? Each club could nominate a reporter who wouldn't necessarily have to report every time.

An active letter to the Editor Column would provide feedback to the Directors of S.A.C. and a valuable airing of issues facing the Association.

## 7. Airspace Committee

The sport of soaring gets very little consideration from the Ministry of Transport with regard to allocation of airspace. We should make our wishes known to them and ask to be consulted or kept informed of their plans.

Some space should be reserved near large population centres for sport aviation. We are being crowded out of the sky by increasing control zones and diverging airways. We don't want to get in the way of big jets any more than they want us to be in the way, but commercial traffic flies on fairly well defined routes using electronic navigation systems and it should be possible to have areas even within present control zones where uncontrolled V.F.R. flight would be safe.

Dave Tustin has agreed to be chairman of an Airspace Committee.

David Marsden,  
President S.A.C.

\*\*\* \*\*

(The questionnaire on G.P. licences and medicals is included in this issue as Appendix 1. Ed.)

**CANADIAN NATIONAL GLIDING CHAMPIONSHIPS**    PENDLETON, 6-15th July, 1971

Organization for this year's contest is well in hand, with the usual problems cropping up - the latest being that one of the towplanes which we had anticipated will not now be available. Another matter of mild interest is that the bank in which the contest funds are held was robbed a few days ago. Even if our deposit was not protected, we only had one entry fee in our account at the time.

At the time of writing (early June) there has been no great rush of entries, although we are already past the mark of some previous contests. It is interesting to note that at present, exactly half of the entries are from the United States, and judging by reputation, we should have some stiff competition. A Can-Am Soaring Series anyone?

Voices are crying in the wilderness. They are calling for ground crews and retrieve car drivers, and anyone who can provide this assistance should write to me at 239, St. Laurent Blvd., Ottawa K1K 2Y9. This is very important as some pilots cannot confirm their entries until they are assured of a crew.

Although the contest does not start until the 6th July, the field will be open for practise from the 3rd onwards. It could probably be available even sooner if there is enough demand.

One final note to competitors and visitors - there is no hotel or motel accommodation at Pendleton, and you are advised to bring your own roof with you if you plan to stay.

A. Klinge

\*\*\*\*\*

CORRECTION TO ISSUE 3/71, Appendix A, page xii:

Formula for Speed tasks at the 1971 National Contest:

Please substitute n = number of finishers;

Was: n = number of non-finishers.

Ed.

\*\*\*\*\*

**McCREARY SPRING CAMP**

The Manitoba Soaring Council have advised that the proposed flying weekend at McCreary, Man., has been rescheduled to July 10 & 11th.

RODEN TROPHY
--------------

By Bob Gairns

For the Roden Trophy, I have calculated the points for the best utilisation of gliders. The points for the 6 top clubs are - M.S.C. 361.3; SOSA 320.8; Winnipeg 278.0; Lahr 265.7; Erin 219.7 and Vancouver 208.3.

The formula, in my view, gives too much weight to the number of gliders in a club, as the part of the formula which can make up 50% of the points is  $25 \times (G-1)$ , where G equals number of gliders in the club. This has nothing to do with the utilisation of these gliders. I have therefore evaluated the points based on club gliders only. If points are based on total gliders in a club, MSC would have been a close second to SOSA, but other clubs would have had many fewer points as they had fewer gliders.

CANADAIR AND "200 TROPHIES:
-----------------------------

Claims for the Canadair (5 best flights) and "200" (flights by pilots with under 200 hours solo time) trophies will be announced regularly in 'Free Flight' in order to stimulate competition.

Though these trophy flights are not for form F.A.I. awards, it has been suggested by former administrators of trophy awards, that the same documentation as is required for F.A.I. badges, be submitted.

The following flight verifications are proposed:

- (a) Distance flights take-off and landing certificates, signed by an Official Observer or by two witnesses.
- (b) Closed circuits a photograph of each turn point, identified and signed by an Official Observer.
- (c) Height claims a barogram signed by an Official Observer.

The S.A.C. directors have not yet approved the above proposals, but it is suggested that they be complied with until these, or modified proposals, are approved.

Claims for "5 Best Flights" and "200" trophies should be sent to Bob Gairns, 130 St. Francis Blvd., Chateauguay, P.Q. However, it is not necessary to send all the above data to Bob; just a declaration with the claim, signed by an Official Observer, that the above conditions have been met.

R.C.G.

(The list of flight claims received so far appears on the next page. This sheet will be updated as new claims are received and published in future issues of 'Free Flight'. Ed.)

...

"200 TROPHY"
--------------

The following trophy flight claims have been received up until 9th June, 1971:

<u>PILOT (CLUB)</u>	<u>AIRCRAFT</u>	<u>DATE</u>	<u>TASK</u>	<u>CLAIM</u>	
P. Coleridge (G.G.C.)	Skylark 3b "	22 May 29 "	Distance: Out & Ret.:	286.4K 75.6K	178 Mls. 47 "
D. Pandur (E.S.C.)	Std.Libelle " " "	18 Apr 9 May 22 " 24 "	Height gain: Triangle: " Distance:	2713 M. 120 K 129.8K 284.5K	8900 ft. 74.6M 80.7M 176.8M

FIVE BEST FLIGHTS TROPHY
--------------------------

J. Firth (Unattached)	HP-11A "	22 May 23 "	Out & Ret. Triangle	242.0K 219.0K	150.0M 136.0M
R.C. Gairns (M.S.C.)	H 301 Libelle	22 May 23 "	Out & Ret. Triangle	177.0K 219.0K	110.0M 136.0M
B. Hea	Std.Libelle "	23 May 24 "	Out & Ret. Triangle	219.8K 318.3K	136.6M 197.8M
D. Marsden (E.S.C.)	HP-14 "	23 May 24 "	Out & Ret. Triangle	219.8K 318.3K	136.6M 197.8M
D. Webb (M.S.C.)	SB-7 (M) "	22 May	Out & Ret. Triangle	177.0K 219.0K	110.0M 136.0M

R.C. Gairns

\*\*\*\*\*

(Please note that F.A.I. badge claims, Canadian records, etc. should be sent direct to Mr. C.M. Yeates, (33 Simcoe Place, Halifax, N.S.) using S.A.C. Form No. 10, "FAI Application form for badges". Ed.)



## PROGRESS REPORT ON NEW S.A.C. INSTRUCTORS' MANUAL

Part I - Instructor's Guide (75¢) and Part II - Air Instruction Notes (50¢), are now available from Box 1173.

The 14-stage text of Part II has also been printed on eleven plastic bound, 5" x 7.5", stiff stock paper sheets. These are fastened together with spiral binding and sell for \$3.00 per set. It is hoped that each club will purchase a set for each one of its training machines.

Part III - Student Notes (cost estimated to be \$1.00), is about two-thirds completed and it is hoped that this will be available shortly.

Walter Piercy, Chairman  
S.A.C. Instructors' Cttee

\*\*\*\*\*

## F.A.I. APPLICATIONS FOR BADGES (S.A.C. FORM NO. 10, ISSUE 6, MAY 1968)

As reported in 'Free Flight', Issue 1/71, it has been necessary to increase the fees for gliding certificates, which are listed at the bottom of Page 1. Since the new fee schedule is not available for printing here, a revised S.A.C. Form No. 10, is being included (in Kingston) as Appendix II to this issue.

Chas. Yeates warns that all applications will be returned unless the correct amount is enclosed, after publication of the abovementioned Appendix II in this issue of 'Free Flight'.

\*\*\*\*\*

## SAFETY COMMITTEE

The following is a coding scheme for analysis of accidents developed by "Chem" le Cheminant (Chairman of the S.A.C. Safety Committee). However, the table does not give a really true picture of the situation, since the yearly returns from the Clubs are never complete.

In order to make the notification of an accident or incident to S.A.C. a little easier, a standardized postcard type of report is being developed. This would include all the relevant details required by SAC, and the C.F.I. of a club would only need to fill in the spaces and drop it in the mail after any accident or incident occurred. It is hoped that such a system (if adopted by the Directors) will fill the gaps in our accident reporting and make the yearly analysis really meaningful.

(See next pages for draft postcard and coding scheme).

...

PROPOSED POST CARD TYPE NOTIFICATION

Safety Committee

<u>SOARING ASSOCIATION OF CANADA</u>	
Glider Accident/Incident *Notification	
<u>DATE</u> _____	<u>CLUB</u> _____
<u>TYPE OF GLIDER/REGISTRATION</u> _____	
<u>Brief Description of What Happened</u> _____	<u>Extent of Damage:</u> <input type="checkbox"/> Destroyed <input type="checkbox"/> Major <input type="checkbox"/> Minor
	<u>Injuries:</u> <input type="checkbox"/> Death <input type="checkbox"/> Serious <input type="checkbox"/> Minor
<u>Probable Cause or Related Factors</u> _____	
	<u>Cost of repairs (Est.)</u> _____
NOTE: ANO Series VIII No. 1	
* CIRCLE APPROPRIATELY	Signed _____ CFI

Final Form to be a printed Post Card which can be mailed open or enclosed in an envelope to:

Soaring Association of Canada,  
Safety Committee,  
Box 1173, Station B,  
Ottawa, Ontario,  
K1P 5R2

(Ottawa - June 1971)

## SOARING ASSOCIATION OF CANADA

Glider Accident Coding for Analysis

	1967	1968	1969	1970	1971	1972	1973	1974	1975
01 <u>WEATHER</u>									
01 Low Ceiling									
02 Rain									
03 Hail									
04 Cross Winds									
05 Turbulence in Flight	/								
06 Windshift									
07 Thunderstorm									
08 Downdraft									
09 Line Squall	/								
10 Cyclonic Conditions	/								
11 Cyclonic Conditions (on ground)	//		///	///					
12 Lightning									
1. <u>PERSONNEL</u>									
1.1 Death			//	/	/				
1.2 Serious Injury									
1.3 Minor Injury									
2. <u>AIRCRAFT</u>									
2.1 Destroyed			/		/				
2.2 Substantial Damage	/	/	///						
2.3 Minor Damage			/						
3. <u>TYPE OF ACCIDENT</u>									
3.1 Heavy Landing	/	/		///					
3.2 Undershoot		/	//	/					
3.3 Overshoot			/						
3.4 Collision (AIR)			/						
3.5 Stalled			/						
3.6 Blown Over (ground)	//		///	///					
3.7 Spin to Ground			/		/				

### Glider Accident Coding for Analysis

[illegible]

EASTERN INSTRUCTORS' SCHOOL
-----------------------------

By Doug Woodard (MSC)

The 1971 S.A.C. Eastern Instructors' School was attended by twenty pilots from eleven clubs:

Algoma	- 2	M.S.C.	- 2
Belleville	- 3	Quebec	- 1
Bonnechere	- 1	Rideau	- 2
Buckingham	- 1	SOSA	- 4
COSA	- 1	York	- 1
Gatineau	- 2		

Walter Piercy was the main lecturer with assistance from guest lecturers Inspector Bruce Carter of the M.O.T. Toronto Regional Office, "Chem" le Cheminant, John Firth, and Dr. Sepp Froeschl.

Dr. Froeschl emphasized the importance of interpreting the necessarily general and approximate M.O.T. weather forecasts in the light of local knowledge including temperature profiles made at the gliding site. He also suggested that clubs make an effort to get the staff of the local meteorological office personally acquainted with soaring.

Some forty school flights were made in the G.G.C. 2-33, and school pilots made another twenty extramural flights in the ASK-13 and 1-26 kindly made available by G.G.C. A few flights were also made in the M.S.C. Blanik which was on the field that week.

Jack Hawker, who looks after flight training in Canada for the M.O.T., came over from Ottawa to visit the school on Friday the 28th May. Art Klinge, the G.G.C. CFI, took him up in the ASK-13 and in an hour's flight, was able to provide a complete demonstration of thermal soaring technique.

The hospitality and co-operativeness shown by the Gatineau Gliding Club and its individual members was much appreciated.

\*\*\*\*\*

B.C. CENTENNIAL AIR RACE - LONDON TO VICTORIA - 8,000 MILES
---

Dr. Sepp Froeschl will be competing in the London-to-Victoria air race starting July 1st. Dr. Froeschl, who flew a Junkers 88 during the war in the Luftwaffe, is renting a Piper Cherokee 180 for the race. Both he and his navigator, Alcide Ouellette, work at the Dorval weather office and have a secondary motive for the expedition. They hope to point out the importance of meteorology in flying, both in terms of safety and economy.

S.A.C. members across Canada wish Dr. Froeschl and his navigator good luck and a safe flight.



F.A.I. AWARDS

C. M. Yeates

Citizen's Record: (See story - Page 20)

Straight Line Distance - 450.2 statute miles - RICHARD M. COOK  
(Std. Cirrus)

Canadian (Territorial) record - not yet homologated

100 Km. triangle - 60 miles per hour - DAVID J. MARSDEN, ESC  
(HP-14)

(Reminder - The F.A.I. regulation changes affecting Canadian record claims (see Issue 2/71,p.9), stipulate that "written notice of the performance claimed, should reach the F.A.I. representative within seven days of the flight." ED.)

\*\*\*\*\*

BOY SCOUTS OF CANADA

W a n t e d -- members of this Association (Air Venturers, Scouts,  
-- -- -- cubs, etc.) to come and fly the Scouts' Schweizer  
2-22 (CF-PBJ) which is based at Hawkesbury A/P, Ont.

PBJ can be flown on any day of normal M.S.C. club operation, i.e. week-ends, Wednesdays and also during the annual Air Venturers' encampment held during the last two weeks in July. A charge of \$3.50 per flight is made for a tow to 2,000 ft.; the Scout 2-22 glider is free to members of the Boy Scouts of Canada. Please bring your Scout membership card with you to identify yourself for insurance purposes.

Further details can be obtained from:

Daniel Lewis, 65 Brittany Ave., Montreal 304, P.Q. (514-738-4966)

Nigel Swettenham, 308 Alfred Cres., Pincourt, P.Q. (514-453-8595)

(Or by calling Hawkesbury Airfield - 613-632-7914)

\*\*\*\*\*

'FREE FLIGHT' - NEXT ISSUE

Material for the next regular issue should arrive by August 6th  
A "special" issue on the Canadian National Soaring Championships may be issued in the interim, if enough material is received before August

\*\*\*\*\*

The Western Soaring Championships, formerly known as the "May Meet" were held May 22-24 at Innisfail and were termed by all to be the best contest or meet yet held here. A total of 200 hours and 4,500 miles cross-country were chalked up. The flying was excellent on all three days and the weather was beautiful - almost too hot. The event was well attended by a total of 17 gliders (13 competing) and the tasks produced true speed contests on every day.

E.S.C.'s John Pomietlarz was Contest Director, and everyone should know that the meet went well largely because of his excellent organization and personal concern. Dan Key has to be the most efficient, cheerful and hardest-working crew man I have ever seen at work on a field. He had Ed Dumas, Helene Sabourin and Neil Bell organized and hustling so efficiently, that it looked like a National contest. Mike Wheeler, however, is the one who gets a special "hero's" medal for valiantly sticking to the telephone like glue (though it hardly ever rang).

Special thanks to Muriel Pomietlarz for her excellent management of registration and tow tickets, and to George Dunbar (& Canadian General Electric) for the computer scoring facilities. We are also indebted to Harry Byrt and Don Seller for bringing down their Super-cub, as towing was one minor hitch that was much helped by their presence.

As well, quiet Jim Janzen (who gave the briefest forecasts I'd ever heard) valiantly rose at 4:30 every morning to hustle up the weather data, and he called the shots almost perfectly. Jim, as Alberta Soaring Council Sec'y Treasurer, has done a lot of behind-the-scenes work ensuring government support and co-operation in the contest as well.

Once again, many thanks to our Red Deer hosts. The barbecue was excellent. Now that the plaudits have been handed out (and they are all well deserved) - who won? You guessed it! Dave Marsden (HP-14) won again with the highest aggregate score over the 3 days, setting a new Canadian 100-km. triangle speed record of 60 mph on the first day's task. Andre Dumestre (Libelle) was second, also bettering the old 100-km speed record on the first day, and completing the second day's 140 mile out & return task at a phenomenal 70 mph to set a new French record in that category. Dick Mamini (HP-14) of Calgary was third and George Blunden (Cirrus) also of Calgary was fourth. (Results elsewhere in this issue). The contest was closely fought by the top four contenders all the way and John (Pomietlarz) is to be congratulated on choosing such appropriate tasks.

A contingent of Vancouver pilots were on hand with two sailplanes, and although they didn't compete, they set badge tasks each day and enjoyed themselves very much. We hope they will come again with an even bigger representation next year. The Chinook Gliding Club from Cardston made its first appearance that I remember. They had both their winch and the Grunau baby with them and it was certainly good to see this quieter member-club of our ASC on hand. We missed the fellows like Julien Audette from Regina and the Winnipeg gang, and hope they will try to attend next year.

1971 WESTERN SOARING CHAMPIONSHIPS  
SPONSORED BY THE ALBERTA SOARING COUNCIL, INNISFAIR AIRPORT ALBERTA

(Scores by George Dunbar, Cu-Nim)

P I L O T	A/C	1ST DAY - 22ND MAY, 1971.					2ND DAY - 23RD MAY, 1971.					3RD DAY - 24TH MAY, 1971.				
		Torrington-Didsbury and return.					Wetaskiwin and return. Task distance - 136.6 miles					Stettler - Rosedale and return. Task distance - 197.8 miles.				
		Speed mph	Dist. mils.	Daily pts.	Daily Stg.	Acc. Pts.	Speed mph	Dist. mils.	Daily pts.	Daily Stg.	Acc. Pts.	Speed mph	Dist. mils.	Daily pts.	Daily Stg.	FINAL STANDING
MARSDEN, Dave	HP-14	60.5		1,000	1	1,000	56.9		726	3	1,726	44.6		1,000	1	2,726
DUMESTRE, André	Libelle	57.5		933	2	933	70.0		1,000	1	1,933		176.0	674	5	2,607
MAMINI, Dick	HP-14	44.8		623	5	623	58.5		759	2	1,382			998	2	2,380
BLUNDEN, George	Cirrus	54.4		853	3	853	53.2		648	4	1,501		188.0	733	4	2,234
HEA, Bruce	Libelle		58.5	179	11	179	52.9		642	5	821			927	3	1,748
PANDUR/BURRELL	Libelle	43.6		594	6	594	30.9		267	11	861		166.0	625	6	1,486
REID/SPEER	Cirrus	48.4		709	4	709	51.5		612	6	1,321		15.0	0	12	1,321
BYRT/POMIETIARZ	HP-11	34.3		370	9	370	43.6		447	7	817		75.0	175	9	992
DUNBAR/MORTIS	Dart	39.1		485	7	485	35.5		277	8	762		83.5	217	8	979
STACHOW, Klaus	Phoebus	37.5		447	8	447	35.5		277	8	724		72.0	140	10	884
PINCHIN/SCHIEB	L-Spatz	DNC		DNC	12	DNC	35.5		277	8	277		110.5	350	7	427
SELLER/THOMAS	1-23	27.4		273	10	273	DNC	92.5	159	12	432		50.5	54	11	486
KISS, Mike	Schiebe	DNC		DNC	12	DNC	DNC		DNC	13	0		15.0	0	12	0

1971 VICTORIA DAY MEET -  
SPONSORED BY GATINEAU GLIDING CLUB, PENDLETON

(Scores by Bob Gairns, M.S.C.)

P I L O T	A/C	1ST DAY - 22ND MAY, 1971.					2ND DAY - 23RD MAY, 1971.					3RD DAY - 23RD MAY, 1971				
		Smiths Falls, Ont. & return.					Triangle - Pendleton/Lancaster/Kemptville. Task dist. 219 Kms.					N O				
		Time Hr. Min.	Dist. Km.	Daily pts.	Daily Stg.	Acc. Pts.	Time Hr. Min.	Dist. Km.	Daily pts.	Daily Stg.	TOTAL Pts.	FINAL STANDING				
FIRTH, John	HP-11A	2. 59.		1,000	1	1,000	4. 07.		1,000	1	2,000	1				
GAIRNS, Bob	H301 Libelle	3. 24.		878	2	878	4. 20.2		948	3	1,826	2				
WEBB, Dave	SB-7(M)	4. 53.		611	6	611	4. 19		954	2	1,565	3				
HENDERSON, Ted	SH-1	4. 13.		695	4	695	5. 24.8		760	6	1,455	4				
NAGY, J	Libelle	4. 48.		622	5	622	5. 06.		806	5	1,428	5				
LOCKHARD, Glen	HP-14	D.N.C.		0	3	779	4. 25.5		930	4	930	6				
PALFREMAN, Bernie	) Diamant/	3. 50.		0	0	0	D.N.C.		0	0	890	7				
KURLENTS, Hillar	) 16.5 m.	D.N.C.		0	0	0			111	9	421	8				
SMITH, Elvie	HP-14		136	310	8	310		61	198	8	420	9				
GEYER-DOERSCH, Gunter	LS-1		170	385	7	385		105.5	0	0	216	10				
HERMES, Helmut	LS-1	D.N.C.		0	0	0		19	35	11	63	11				
PATTINSON, Nick	Skik 3	D.N.C.		0	0	0		118.5	216	7	216					
SIMS, Gordon	Skik 3	D.N.C.		0	0	0		34.5	63	10	63					

Y

VICTORIA DAY MEET, PENDLETON, ONT.
------------------------------------

By Bob Gairns

About a dozen pilots took part. Carl Deutsch, G.G.C., an ex-Englishman in spite of his name, was contest director.

First day, 22nd May: An out and return task was set, to Smiths Falls and back, 55 miles each way. With winds of 15-20 knots from 340 degrees, this looked a difficult task. Thermals were narrow and gusty, but near the field there were clouds to indicate where lift might be found.

As they should be, regulations were fairly formal, with a start & finish line, but pilots were trusted to start at less than 1,000 metres altitude and to photograph the turning point.

Clouds disappeared after the first twenty miles and the rest of the course had to be flown without their help. John Firth, now flying out of St. André Avelin - 22 miles North of Pendleton, arrived by air, starting later than most contestants. It was a surprise therefore to see him for the first time at the turn point.

With the strong wind, the return flight without clouds seemed impossible, but six pilots were able to get back, John Firth beating the next man by 25 minutes.

Dave Webb (M.S.C.), flying the borrowed SB-7, missed out on one thermal, radioed that he was down to 500 ft. preparing to land, but made a fine recovery and climbed back, to complete the course, but with a slow speed.

Julius Nagy, (SOSA), flying his Standard Libelle, did well to complete the task each day.

Gunther Geyer-Doersch, (MSC), was at 1,500 ft. 4 miles from Pendleton on the return leg, but decided he could not get in and landed out, the first field landing in his LS-1.

Second day, 23rd May: Winds were again from the NNW, still fairly strong, with no cloud at all forecast. A 219 Km. triangle via Lancaster and Kemptville seemed a difficult task, but again six pilots completed it. Firth again took first place, but this time was not able to proceed on to St. André.

Hillar Kurlents (MSC), in the 16.5m Diamant, started late, didn't like the look of some cirrus clouds, returned after completing the first leg. John Firth also saw the cirrus, debated on his lack of crew and trailer, pressed on and completed the course.

Instrument trouble prevented Stan Rys (GGC) from competing the 1st day in his HP-14, but partner Glen Lockhard flew the triangle and made good time, to be fourth for the day.

Third day, 24th May: A pleasant warm day, but cloud cover allowed only a period of about an hour when soaring was possible. No contest.

An enjoyable weekend; thanks are due to Carl Deutsch and G.G.C. for their hospitality, and to M.S.C. for extra towplane help.

## PRINCETON, B.C. CONTEST

By Vic Shobridge

Princeton Airport is on a bench above the town - a grass strip 5,600 feet in an open valley deep in the mountains. The town was formerly called Vermillion Forks because of the red clay deposits found nearby. The redness is due to the copper ore in the soil and the colour was used by the Indians to make red paint. These Indians also carried on an ancient trade in pure native copper used to make tools and ornaments. White men have developed many mines throughout the area - Copper Mountain, Similkameen, Craigmont and Brenda are giants in copper mining. Hedley and the Nickel Plate Mines mined gold for forty years. Coalmont mined coal.

The valleys, for all this activity, are open and green. Each has a cold sparkling stream with fields and pastures following its banks. The highways and railroads lead you to the low passes and the high lakes flash as you fly by.

CONTEST RESULTS

April 24th - No contest day

S D G	P I L O T	A/C	April 25th Out & Ret Brenda Mine 101 miles. Speed/ Miles Pts		May 1st Out & Ret Oliver 112 miles Miles Pts		May 2nd Out & Ret Oliver 112 miles Miles Pts		TOTAL POINT
1	P. van Gruen	Cirrus	3.22S	725	41.5	820	86	820	2,365
2	P. Timm	Phoebus	3.00S	940	34.0	770	42	522	2,232
3	D. Duckham	Sk1'k	40.0M	252	32.0	756	10	114	1,122
4	P. Lamla	Ka-6	28.0M	172	40.0	944	-	-	1,116
5	P. Kalmar	Ka-8	D.N.C.		26.0	702	10	130	832
6	R. Yard	Cherokee	D.N.C.		DNC	-	26	357	357

\*\*\*\*\*

## CALENDAR OF EVENTS

July 1, 2, 3 & 4	Weekend Meet, Montreal Soaring Council, Hawkesbury Airfield, Ontario. <u>Contact:</u> Gordon Hicks, 239 Cedar Avenue, ROSEMERE, Que. Phone: 514-625-1738.
July 3, 4 & 5	1971 Nationals' Practice period, Pendleton A/P, Ont.
July 6 - 15th	1971 Canadian National Soaring Championships - Pendleton A/P. <u>Contact:</u> Art Klinge or Dave Parsey, Gatineau Gliding Club. (Further details on Page 4).
July 17 - 31st	Two week flying encampment, M.S.C., Hawkesbury Ont. <u>Contact:</u> George Adams, 292 Westgate Dr., Rosemere, P.Q. Phone: 514-622-1387



## FLYING FINANCES

Brian D. Baldry

As part of a re-organisation effort for our Club, we circulated a letter to most Clubs requesting information on their fee structure. Out of 30 we received 14 replies and many of these expressed the wish that the information so gathered be disseminated. Hence this article in 'Free Flight' which is an effective way of sharing the fruits of our labour.

At the outset, may I say I'm both encouraged and disappointed. The disappointment comes from my inability to arrange these figures in other than straight tabular form. I had imagined that they would have allowed some Stochastic or Gaussian type graphing, with erudite averaging formulae to enable me to arrive at "THE GOLDEN SET OF FEES" which would guarantee success. My planned speech to the Club was full of phrases such as 'The figures obviously show ....' and 'We may only conclude from these graphs ....'. However, I have utterly failed to make some overall sense or order from the figures, and thus I offer them solely in tabular form.

The encouragement I derive from the obvious fact that even with a wide diversity in fees, every Club is flying! Some don't seem to be growing, some don't seem to have any foreseeable growth prospects from their present fee structure, but at the same time, no one seems to be on the verge of going out of business.

The table is straightforward. Clubs replying have been randomly numbered rather than named, since I had not asked for permission to publish figures received. To try to obtain some form of comparison, two columns, Comparison 'A' and 'B' are shown. 'A' shows the cost for a flight starting with a 2,000 ft. tow and lasting 1/2 hour. 'B' is for a winch-launch and a flight lasting 15 minutes.

If I may now set down some comments of my own regarding this table, the first thing to strike me is that the tow plane seems to be operated almost at cost by most Clubs. Thus, funds for expansion must be raised from Glider hire charges and Membership Fees.

Looking at the Glider hire charge, these vary from 5¢ to 15¢ per minute. For a Club with perhaps only one 2-seater which rarely soars, the 'by-the-minute' charge would seem unlikely to be invoked, since the 'Max. 1/2 hour' or 'Min charge \$2.00' type of plan take care of most flights. In this case, Glider hire is not too big a money spinner. However, it very well can be if a second machine is available for flights exceeding the 1/2 hour limit. However, I suspect most of Glider hire charge goes into Operating Cost with not much left for facilities acquisition.

So what pays for all those 2-33's, hangars and fields? The two sources left are Annual Fees and some type of 'Initial Big Bite' such as Initiation Fee or share, etc.

Looking at what Clubs charge as Annual Fee some look to be respectable money earners. For example Club 4, with a fee of \$75, and assuming a membership of 30, would receive each year \$1,500 toward new facilities - well worth getting! I can't see however, how Club No. 1 with \$18.00 per member could plan other than very long term to acquire equipment in this manner. My conclusion is that some Clubs do use this fee for fleet building purposes, others as additional Operating Cost (Note that Club No. 1 also has one of the smallest 'Comparison A' charges too).

So we come to the last source of Revenue, Initiation Fees and Shares. Here it seems is where the founding of a Club is done, where the initial funds come from to get those first facilities. Nine of the 14 Clubs replying have some Compulsory block sum scheme with 3 others a non-compulsory scheme. There are drawbacks to replying wholly on this type of fee for new facility provision, since a stagnating rate automatically cuts off this revenue and thus defers all such facilities.

So, dear readers, that's it. How we all balance these figures to reach our objectives is still a matter of conjecture. It's still 'take two parts tow fee, add a dash of operating cost, a pinch of annual fee, stir rapidly with initiation fee and .... hey presto

My comments have validity I suppose, only when considered from a small club point of view. Clubs having single-seat aircraft available for extended soaring flights obviously have more revenue sources. And yet, of course, the extra aircraft incur extra expense so maybe it all balances out in the end. I should welcome some comment on this from the larger Clubs - do they find it difficult to allocate funds for expansion too?

In conclusion, may I express my thanks to Clubs that sent me information, and if those that didn't now wish to, I will be happy to update the table and re-submit it to 'Free Flight' in a more complete form at a later date. In this way, with the table at present not as useful as hoped, with complete information one would have the consolation of knowing it ended completely useless!

\*\*\*\*\*

Brian Baldry is a member of the Champlain Soaring Association. Ed.

P L Y I N G F E E S										M E M B E R S H I P F E E S									
(TWO-SEATER AIRCRAFT ONLY).																			
C L U B	AERO TOW		WINCH	GLIDER	HIRE	COMPARISON 'A'		COMPARISON 'B'	ANNUAL Amount \$	FEES S.A.C. In or Out	INITIATION FEES		S H A R E S		OTHER				
	Basic Ch. \$	Height Feet.				Cost per minute	Min. charge				2000' Aero tow plus 1/4 hr. \$	Winch plus 15 min. \$	Year Amount Payable	Compulsory (C) or Non-" (NC)					
1	-	-	-	-	-	5.00	-	-	18.00 dual 36.00 solo	?	-	-	-	-	-	-			
2	3.00	1,000'	1.00	15¢	2.00	8.50	-	-	30.00	IN	50 50	Joining After solo	-	-	-	Initiation fee on joining reduced to \$25 for Power Lic.			
3	3.50	1,500'	1.00	Shareldr 10¢ Non-Shldr 15¢	-	6.50 Shareldr 8.00 Non-share- holder	\$3.50 Sharehr 4.25 non- shareholder.	-	45.00 60.00	OUT	-	-	300	Comp. in 2nd year.	-	-			
4	4.00	2,000'	1.00	Blank 81./15 min. Over 30.	2.50 (2-22) 3.00 (Blank)	6.50 - 2-22 7.00 - Blank	-	-	75.00	?	200	1st	-	-	-	-			
5	-	-	-	10¢	2.00 min.	-	3.00	-	60.00	?	75	1st	-	-	-	-			
6	5.00	2,000'	-	13¢	-	9.00 (?)	4.50	-	40.00	OUT	50 50	After solo Solo 4-0 days	-	-	-	-			
7	3.50	2,000'	1.00	-	2.00/1/4 hr.	5.50	-	-	65.00	IN	-	-	-	-	-	\$25 additional for 1-2¢ \$25 additional - solo planik.			
8	3.50	2,000'	1.50	8¢ 1st hr.	1.00	5.90	-	-	30.00	OUT	50	-	-	-	-	-			
9	3.50	?	1.00	5¢ after 20 mins.	1.00 Dopp- ler 2.50 2-22	5.00 Doppler 6.50 2-22	2.00 Doppler 3.50 2-22	-	25. 1st yr. 50. 2nd yr. 50. 3rd yr.	OUT	150	3rd year.	-	-	-	\$350 Life ) No add'l \$300 charter) fees.			
10	4.00	2,000'	-	6¢ L-sp. 9¢ Bergf.	-	5.80 L-Spitz 6.70 Bergfalke	-	-	40.00	OUT	50	1st 2nd for stu- dents.	-	-	-	\$100 Advance flying Fees.			
11	3.00	2,000'	1.00	25¢ after 30 mins.	2.00/1/4 hr.	5.00	-	-	45.00	OUT	-	-	-	-	-	\$100 Vol. loan plan.			
12	-	-	-	10¢	-	-	3.00	-	20.00	OUT	-	-	-	100	NC	-			
13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$15.00/month for 24 months, to solo stage.			
14	1.00 Shldr. 3.00 Non Sh.	2,000'	-	7¢ 10¢	-	5.25 Sh. 7.00 Non-shr.	-	-	30. if share- holder. 60. if not.	OUT OUT	-	-	-	500	NC	-			

PILOT'S DESCRIPTION OF STRAIGHT LINE DISTANCE CITIZEN'S  
RECORD FLIGHT OF 450.2 STATUTE MILES - BY RICHARD COOK

- - - - -

(From Minden, Nevada, to Dayton, Idaho, U.S.A.)

Soaring flight started with release into the rotor of a wave downwind from Freel Peak at 9:27 a.m. The process of notching the barogram turned into a loss of about 1000 feet before it was possible to maintain altitude. No gain was made during a search of the rotor area for about 20 minutes, but then a gradual climb was achieved to about 9000 ft ASL. Flying along the rotor toward Kingsbury grade provided an additional 1000 feet during the next 10 minutes, and the wave was entered a few minutes after 10 a.m.

Rate of climb in the wave averaged less than 500 feet per minute, with the best rate about 1300 feet per minute. The cross-country portion of the flight started from 30,000 feet at 10:45 a.m. My intention was to complete a declared goal flight to Alta, Utah.

No significant lift was used during the next 90 minutes during which I covered about 190 miles with a loss in altitude of 16,000 feet with a ground speed of 128 mph and glide angle of 63:1.

North of the town of Battle Mountain, a climb to 18,000 feet was made in a weak wave. By this time there was significant development of weak-looking cumulus clouds. During the next 50 minutes while passing north of Carlin and Elko, climbs were made alongside the faces of cumulus clouds under poorly-defined lenticular clouds. I passed about 15 miles north of Elko at 1:45 p.m. By this time a general overcast was developing and there were only a few patches of sunlight on the ground. Small cumuloform clouds were developing under the overcast, with areas of weak lift and reduced sink. A low point of 10,000 feet was reached just east of Wells at 2:40 p.m., with a climb back to 15,000 feet between Wells and Oasis by 3:10 p.m. From Oasis it was possible to see sunlit ground on the Great Salt Desert, but the sky in that direction looked generally "dead". When I reached Pilot Peak at 3:40 p.m., I decided to abandon my goal and attempt to continue the flight toward the north-east where conditions appeared more promising. When I could not see any suitable landing areas north of Lucin, I proceeded toward Montello in search of lift.

Lift was found over the town of Montello at 4:20 p.m. when I was down to about 7500 feet. A gradual climb was made in this lift back to 12,000 feet. By this time my crew was in radio range, so I resumed the flight toward Rosette. About 5 miles south of Rosette at 5:30 p.m. when I was only 500 feet above the ground, I entered a beautiful thermal that carried me up to 10,000 feet while I was drifting toward the Raft River range. Flying about two miles upwind of this range under a long cloud form, I was able to maintain 10,000 feet for about 20 minutes while moving toward Snowville. There were still two small mountain ranges between me and the lighted airport at Malad City, so I could not see the rotating beacon there. Since it was now 6:10 p.m. (7:10 p.m. MST), I started increasing my speed so that I would be able to land near Nelson or Henderson while it was still light enough to find a safe field. I had just passed Snowville when the beacon at Malad City became visible, so I reduced speed to 60 knots and arrived over the airport at Malad City with 2000 feet to spare. The Flight Service station attendant had turned on the runway lights in response to my radio call, and I landed safely at 6:40 p.m. PST.



## THE "CANADIAN GLIDER BOOSTERS"

### (Conclusion)

(This is the conclusion of the story written by the late Norm Bruce in January, 1948, covering the gliding exhibition tour which started from Calgary, Alberta, on the 25th May, 1935).

---

Our instructions were to act immediately so as not to cause any lag in the programme, but at the precise moment we had to hold the glider down against the battering wind. Fretwell's face was drawn and worried as I climbed into the seat and I knew I had my job ahead of me. There is very little to say about the flight. It was breathtaking and over in a few seconds. I reached about 300 feet altitude in one mad swoop, banked over the grandstand, raced down-wind, and losing height in the vortices from the buildings, made a hairpin turn around the basket-ball nets, one wing skimming the ground - and landed. I never heard the cheers, but found time to offer a little prayer of thanksgiving.

Fretwell's take-off was sharp and swift. He seemed to be climbing steadily and should have easily obtained a far greater height than my first flight, but with fear welling up inside me, I saw him cast loose of the tow-line when hardly higher than the grandstand. Horrified, I watched him almost vertical bank over the huge building, graze his wing on the building, level up, race downwind and land with a heavy jolt, the glider coming to rest with the nose of the machine overhanging a four foot drop onto the race track.

This was as much flying as we wished to do and Fretwell and I clasped hands in mutual understanding. All signs of hunger had vanished and we gave little thought to Pelletier who was by this time busy in the grandstand, collecting for our exhibition. His laughing eyes and good humour with ready and witty remarks soon had him staggering with two pockets full of silver, a grand total of forty-one dollars and forty-one cents. We met him some hours afterwards and with a yell of happy pleasure he came staggering and hardly able to walk with his spoils.

We wisely went into the Ford Dealers who had supplied us with a demonstration car and left the bulk of our collection in safe keeping.

Our next stop was the first restaurant in Carman and during our very happy meal, we hardly had the good grace to acknowledge the courtesy and compliments to our gliding exhibition that afternoon.

The following day we attended an open air church service on the Fairgrounds and immediately after the service, while the crowd was still present, made two flights. The air was still tricky, but our confidence was exceptional and the two flights, although all as tricky as those made the day before, were performed without mishap.

The next day, Monday, July 1st, we gave two further exhibition flights at the Fair, which was the final day. These were made under the same dangerous conditions as previously, but we had gained experience from the other flights, so much so, that greater height was reached and a longer flight took place, carrying us well over the trees, back of the grandstand over the ferris wheel and around into the field again.

The crowds had by this time talked of our exhibition and the show people saw a big feature for their performance, if we could join them. We were called to the Manager's office, just before they left for Estevan, and the offer was put to us. We decided to think it over, owing to the tremendous risks, and left word that, if we agreed, would meet them the following day and sign the contracts. The contract was to offer \$150.00 for each show and our feature would be billed twice a week. A regular goldmine to us after what we had gone through the past week. When the show had gone, we decided to join them and as the time was late and nightfall had set in, we staked the glider in the field as on previous occasions, yet securely against the wind.

Before turning in to sleep, our log books were put in order by the light of the dash-board lamp, and our record showed 410 flights in which we had flown at twenty-two different towns and cities. The meter on the dash had been carefully recorded from place to place and up to Carman we had covered 1082 miles on our tour, without accident and almost precisely to schedule. Thousands of Canadian people had witnessed our gliding and we felt our original purpose of encouraging and promoting gliding was being fulfilled. That night we fell asleep completely exhausted, for the strain of



flying under these trying conditions was beginning to tell on us. Early in the morning, a low groaning sound slightly disturbed our slumber, then with a roar like an express train, sleep was suddenly dashed away.

We were in the centre of a tornado, and sheltered as we were in the grove of trees, our car rocked in the wind and the pelting rain made a deafening sound as it struck the car. Our thoughts flew to the glider staked out in the open and we rushed to the spot in our pyjamas not wasting time to dress. On arriving, splattered with mud, we were horrified to find the glider gone. The tornado had picked it up bodily, carried it for about a hundred feet, where it struck the ground, leaving some wreckage. Then it was evidently lifted again only to be rolled into a mass of splinters and torn fabric and finally hurled into a tree, where we found it. There was no recognizable shape. It was a limp mass of useless fabric and not a piece of wood any larger than a broom-handle remained. Our tears mingled with the rain as we slowly turned our backs and returned to the car to dress.

All that was salvaged was placed in a small box. This we loaded onto the trailer and then prepared to say goodbye to a family of friends who had more or less adopted us.

With heavy hearts we said goodbye and made the return trip to Medicine Hat, a distance of over 700 miles, stopping only for gasoline. Stopping at my home, my mother saw that all travel stains were cleared away. Hot baths and a wonderful home cooked supper put us into a better mood. That night we laid our plans and it was decided to return to Calgary, reorganize the Calgary Gliding Club which was now without a machine, and give assistance to any clubs that may be forming in Alberta owing to the impetus given to gliding by our exhibitions.

We returned to Calgary quietly without a lot of press ballyhoo, and were sincerely proud to be the glider barnstormers and the goodwill troupe of sponsors to the sport of gliding.

Norm Bruce  
Calgary - January, 1948

---

The above gliding exhibition tour left Calgary, Alta., on May 25th, 1935, and visited the following towns:

<u>TOWN</u>	<u>POPULATION</u>	<u>MILES</u>	<u>NO. OF FLIGHTS</u>	<u>COLLECTION</u>
Calgary	83,761	-	140	\$25.00
Lethbridge	13,489	145	56	22.53
Bow Island	314	71	8	2.10
Medicine Hat	10,300	40	67	9.47
Irvine	234	21	6	3.40
Maple Creek	1,154	39	2	.35
Swift Current	5,296	97	4	2.90
Herbert	1,009	32	8	4.70
Moose Jaw	21,299	88	24	13.96
Regina	53,209	42	13	17.47
Milestone	404	31	3	3.07
Weyburn	5,002	38	6	3.75
Estevan	2,936	54	5	6.77
Alameda	300	42	10	8.01
Carlyle	480	28	5	5.70
Redvers	-	-	5	3.15
Pipestone	-	65	6	2.50
Virden	1,590	25	3	7.30
Souris	1,661	36	7	4.70
Brandon	17,082	-	6	8.95
Portage la Prairie	6,597	55	-	-
Winnipeg	218,785	55	20	12.28
Carman	1,418	78	6	41.41
TOTALS		1,082	410	\$214.47

(Norm Bruce, who died last year at the age of 62, was made an Honorary Life Member of S.A.C. to commemorate nearly half a century of distinguished personal service to the sport of soaring and gliding. See 'Free Flight' Issue 4/70 for further details. Ed.)

C L U B   N E W S

U-NIM GLIDING CLUB - CALGARY

(From Cu-Nim G.C. Newsletter)

Seven gliders from Cu-Nim took part in the Western Canada Soaring Championship held at Innisfail. (See details & results in this issue.ED). In addition to private ships, quite a number of flights were made in the Red Deer Bergfalke, with Cu-Nim students and prospective members.

The new engine and propeller are now both installed and working on the Auster, which is running very well. However, we understand that the fuselage will have to be recovered this summer. Another project coming up, is to build a hangar for our Bergfalke, which should be ready soon.

Gordon Watson, formerly a tow-pilot with the Edmonton Club, has been checked out by Barry Bradley in the Auster. If anyone knows of other prospective tow-pilots, contact Barry, c/o the Cu-Nim Club.

We hear that our technical expert, George Rynning, has been chosen for a two-year trip to Zambia, on an educational/development project. Congratulations George, and best wishes.

EDMONTON SOARING CLUB

(Taken from "Towline")

Our Club has just cleared a seemingly insurmountable hurdle, in its venerable up and down history, and purchased a field site. We are now owners of 160 acres (½ section) of farmland, which we must develop as our home airport. The site is 41 miles from East Edmonton; 1 mile north of the sleepy hamlet of Chipman. The property is quite flat & entirely clear of hazardous obstructions. The deal - \$9,500 (\$3,000. down, which we paid in a nice tidy lump out of our Land fund) and

\$1,000 a year, plus interest on an 8% mortgage.

We all know that owning this field will require endurance and hard work, but let's not deny ourselves a brief "honeymoon" of sheer delight at having secured a suitable piece of land, which can be a permanent, uncontested, club-owned and controlled site, the development of which merely awaits our enthusiasm and energy. One of our slight inconveniences will be the distance from town. However, let's bear in mind that M.O.T. requirements would have placed us out at least 2/3rds of that distance anyway.

- - - - - G.T.

MONTREAL SOARING COUNCIL

(Taken from "Downwind")

As during recent summers, MSC will be operating for two full weeks from the July 17-18 weekend until the end of the month. Intended primarily for Air Venturers, all S.A.C. members will be welcome at any time during this period.

Blanik CF-ZIV arrived to join the fleet, including sister-ship & perennial favourite PZE. Highlight of the first flights of ZIV was an aerobatics display by Brooke Lill & Jim Henry which proved conclusively that the ship had been well put together by the assembly crew under Guenther Geyer and Bob Gairns.

Midweek flying continues on Wednesdays with an average of 15-20 flights being made. This number is expected to increase as the holiday season approaches.

In an endeavour to upgrade the facilities for wives and children at Hawkesbury, Ted Henderson has been asked to Chair a Committee to look into the matter and to make recommendations to the Directors.

### PIIONEER SOARING

Letter from Bob Nancarrow.

Pioneer Soaring was started in 1968 strictly as a commercial operation. Its purpose was to train glider pilots to licence standard & in addition, it was the Schweizer dealer for Canada. The commercial operation continued through to the close of the 1970 flying season and at that time it was decided that there just was not enough profit in this type of operation to justify continuing.

A number of meetings were held with student fliers, former students and others interested in gliding. The discussions started in November and culminated early in May by expanding Pioneer Soaring into a Club operation. Flying started May 1st and will continue through until the snow arrives.

There is flying every Saturday, Sunday and Holiday, and it is hoped that arrangements may be made for a limited amount of mid-week flying through July and August for those who can sneak away for an afternoon or those on vacation.

Pioneer has a number of things going for it which most clubs don't have, at least not in their first year of operation. The location is only 35 miles from Toronto; about five miles north-west of the intersection of Highways 27 & 9. There is good equipment available; two 2-33, one 1-26D, one BG-12B, and an L-5 towplane. And most important, there are the people with experience from running a commercial operation to provide the leadership & fill the key jobs of towing and instructing.

So that's the story of the newest soaring club in the Toronto area; if anyone is interested in information about Pioneer Soaring, the mail address is RR2, Tottenham. Or phone: (416) 936-4367.

### RED RIVER SOARING ASSOCIATION

(Taken from the RRSA Newsletter)

Our flying season opened on Saturday April 24th. This is believed to be a Club record, the earliest start in any previous year being April 26th. We took all the ships outside, washed them, checked them and then checked them again. Twenty flights or so were made in the cool afternoon and at one time we had 3 ships in the air. Pretty good performance for April 24!

Very special thanks to our Chief Tow Pilot, Bill Pollock, who spent the whole morning working alone getting the towplane in shape and then spent the afternoon towing us.

The club is pleased to offer a "Free" 1972 RRSA Membership to the RRSA Member who first completes his Silver 'C' requirement during the 1971 season. (This prize is sponsored by the CFI & President in an endeavour to create some incentive). Another prize - this time from the CFI. A bottle of best Champagne to the RRSA member who makes, from a max. 2,000' tow, the first cross-country flight of more than 50 Kms. (Out & ret. and triangle flights must be supported by FAI type evidence). And the last provision: the CFI is hereby ALSO eligible...!

- - - - -

### SOSA GLIDING CLUB

(Letter from Lawrence Miller).

One of those periodic bursts of fresh activity experienced by every healthy club seems to have SOSA in its grip this spring. One special general meeting of the membership has already been held, to consider purchase of a new glider, another special meeting is scheduled to consider an application by an air cadet group for association with SOSA, and a club "shindig" in May was a rousing success -- so successful that some participants



could not be roused until after noon the next day.

To crown it all we had some magnificent soaring weather in May. Cloud bases were above 7,000' AGL several times and at least one member, Jim Carpenter, in his HP-11, topped 8,000' on a local flight. Members with cross-country intentions were not quite ready for good weather so soon, though, & no long flights were reported. The pilots, plans, crews, trailers, declarations, etc., were ready by early June and, naturally, the weekend weather since then has been abysmal.

Since the special general meeting, the club fleet has grown to 10 aircraft with the addition of a brand-new Schweizer 1-34, S/N 49, last of the run before the 1-34A. Extensive investigation by SOSA President Peter Trounce and the rest of the club executive, indicated the 1-34 was our best choice among the various possible types. Not enough club members could fly an HP-11; a Ka-6 would be less likely to stand up to club (ab)use, and so on. After careful consideration, the membership strongly supported the directors' decision at the special general meeting, and what will be CF-QPT found its new home. The glider is now in our hangar (along with the two Supercubs, two 2-22's, two 1-26's, two Blaniks and the 1-23) and has been test-flown by Willie Werneburg and CFI, Vince Steel. Both agree with President Trounce and directors Max Harris and Gord MacDonald, who flew a 1-34 earlier last month in Elmira. It seems to be a very stable aircraft, not especially "sporty" or tricky to fly, but with good performance --- evidently just about what was desired in a club machine. The CFI has said, unofficially, that he would probably be willing to check out anyone who flies the 1-23, to fly the 1-34. The rate to fly it

has been set at 14 cents a minute (plus tow), compared to 12 cents for the Blaniks and 8 cents for other club planes. The 14 cent rate may come down if the 1-34 gets enough use.

So far, though, the general membership can only look at the machine and push it around the hangar because of the apparently inevitable delays and frustrations involved in dealing with not one but two registration agencies. Canada's MOT has provisionally assigned registration but so far the American FAA has not issued formal proof that there was no U.S. number. So, it sits.

There has been a noteworthy addition to the private fleet, which now numbers nearly 20. Steve and John Burany and Bela Vados have built a magnificent HP-14T and Steve has had it up a few times. The quality of their workmanship & their meticulous attention to detail should be seen to be appreciated. The quilted cockpit lining, the black crinkle finish on the instrument pedestal; even such things as the design of the flap-position indicator placard have been carefully thought out and beautifully executed.

Now if we can just get some more May-type weather and turn off the perverse easterly drift that has so often dulled our weekend afternoons this year with dead air from Lake Ontario, we could get all this iron in the air and do some real flying.

- - - - -

#### WINNIPEG GLIDING CLUB

(Taken from "Sock Talk")

Everyone is looking forward to a flying season with lots of good soaring. Let it be a safe season! This year there will be more aircraft operating than ever before. It will therefore be necessary to keep a good lookout both on the

ground and in the air. Flying in company with another glider is a pleasure shared - provided each pilot knows & respects the other's presence. Even then they should be concerned about possible additional gliders which may be sharing their airspace.

You have probably been asked a number of times what you should do if you are on a collision course with another aircraft. You have probably replied with the correct answer an equal number of times. I should like to ask a slightly different question. Suppose you are on a collision course with another aircraft and neither pilot is aware of the presence of the other, what should you do? If that situation develops, it is almost too late to do anything except offer a short

prayer before impact with the ground. It is obvious that the only acceptable solution is to avoid the problem. Start now with the figure eight armchair exercise. Sitting in a chair, look straight forward. Turn the head in a figure eight pattern down to the left, up, forward, down to the right, up, forward, and repeat continuously. Translating this to the cockpit means that you are searching the whole air-space around you - to either side, in front, below, above. The only time the eyes are not looking outside is during the occasional glance at the instruments as the eyes are directed forward. Remember, you are out to enjoy soaring. Keep your head up and LOOK OUT OF THE OFFICE!

J.T.

-----

LETTERS TO THE EDITOR

From Chateauguay, Que. . . .

13th May, 1971

"A short time ago I returned from a three week stay in the U.K. It was a pleasant change to see green fields after the snow in Montreal.

The weather was changeable but there were several pleasant sunny days. I was able to visit gliding clubs at Booker and in Scotland. At Booker, George Scarborough (ex SOSA) is a power instructor and is doing a good job and is happy with his situation. He now has four sons."

Bob Gairns

\*\*\*\*\*

From Halifax, N.S. . .

"Mrs. Byers and a group of people are trying to establish a Gliding Club just around the corner to the northeast of Wentworth Valley skiing hill. Their objective is to turn this area into a year round recreational spot. Their site is a good one, just off an east/west ridge and it looks as if a four thousand foot strip would be available.

Air Cadet gliding at Greenwood Armed Forces base appears to have created a lot of interest throughout the Maritimes. Rumour has it that groups in Fredericton and Sydney are organizing. Wentworth hopes to draw from Truro and Halifax."

Chas. Yeates



## 1970 Statistics Report

S.A.C. MEMBER CLUB	SAILPLANES		CLUB OPERATIONS			PRIVATE OWNERS			LAUNCH METHOD	TOW PLANES	WINCHES	M.O.T. LICENCES	FAI BADGES			CLUB GLIDERS		PRIVATE OWNERS	
	Club	Private	Flights	Hours	Miles	Flights	Hours	Miles					A	B	C	Inactive	Being built	Inactive	Being built
QUEBEC & MARITIME ZONE																			
Appalachian Soaring Club	1	-	70	18	-	-	-	-	Winch	-	1	-	-	-	-	-	-	-	
Buckingham Gliding Club	3	-	697	238	-	-	-	-	Airtow	-	1	-	-	-	-	-	-		
Champlain Soaring Association	1	1	278	67	-	10	3	-	A	-	1	-	-	-	-	-	-		
Lahr Gliding Club	4	1	3,297	433	25	120	52	100	W & Car	-	1	-	24	24	?	-	-		
Montreal Soaring Council	8	15	3,243	1096	20	689	989	8005	A	-	3	-	9	25	10	-	1		
Quebec Soaring Club	5	4	1,423	373	-	213	?	-	A	-	2	-	5	-	-	1	1		
ONTARIO ZONE																			
Air Sailing Club	No return.																		
Air Trails Soaring Club	No return.																		
Aigoma Soaring Club	2		136	27	-	-	-	-	W	-	1	-	-	-	-	-	-		
Belleville Flying Club	No return.																		
Central Ontario Soaring Assoc.	3	3	601	209	144	162	189	623	A	1	-	-	-	-	-	-	-		
Chatham Pioneer Flying Club	3	-	2,018	174	-	-	-	-	W	-	2	-	-	-	-	-	-		
Erin Soaring Society	3	3	1,102	-	-	89	-	-	A	1	-	3	8	8	-	-	-		
Gatineau Gliding Club	No return.																		
London Soaring Society	2	-	488	206	230	-	-	-	A	1	-	-	-	-	-	-	-		
Pioneer Soaring	3	-	1,078	-	-	-	-	-	A	2	-	-	5	3	-	-	-		
Rideau Gliding Club	1	1	421	116	-	43	46	25	A	1	-	1	4	2	-	1	1		
SOSA Gliding Club	7	19	2,507	937	?	533	1080	6694	A	2	-	8	4	-	-	-	4		
Toronto Soaring Club	No return.																		
Windsor Gliding Club	1	6	320	63	3	291	216	500	W	-	1	-	-	-	1	-	-		
York Soaring Association	4	1	558	269	245	21	18	0	A	1	-	4	-	-	-	-	-		
PRAIRIE ZONE																			
Lakehead Gliding Club	1	-	282	27	-	-	-	-	W	-	1	-	0	1	-	-	1		
Melville Dist. Soaring & Gliding	1	-	319	19	-	-	-	-	W	-	1	-	2	-	-	-	-		
Pine-tree Soaring Club	No return.																		
Red River Soaring Association	4	-	702	174	20	-	-	-	A & W	1	1	7	1	3	-	1	-		
Regina Gliding & Soaring Club	2	2	554	124	-	25	50	950	A	1	-	9	-	-	-	-	-		
Winnipeg Gliding Club	2	4	1,439	332	94	134	69	410	A	1	-	9	14	1	-	2	3		
Saskatoon Soaring Club	No return		Club defunct.									-	-	-	-	-	-		
PACIFIC ZONE																			
Cu-Nim Gliding Club	1	9	63	65	-	271	546	7965	A	?	-	-	-	?	-	-	-		
Edmonton Soaring Club	3	3	765	252	584	131	133	2443	A	?	-	?	-	-	-	-	?		
Kamloops Soaring Club	No return.																-		
Red Deer Soaring Association	No return.																-		
Vancouver Soaring Association	3	5	1,129	348	938	364	312	1426	W	-	1	-	-	-	-	-	-		
Van Isle Gliding Association	No return.																-		
TOTALS FOR 1970:																			
	68	77	23,490	5567	2303	3096	3703	29141		19	10	63	86	51	8	5	2	4	
TOTALS FOR 1969 (Ref.)																			
	68	86	23,196	6966	2978	2843	4256	17664											