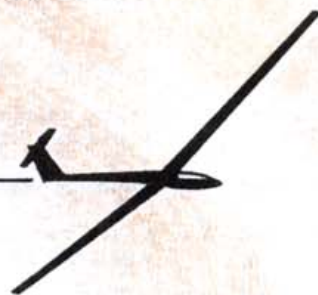


Aug- Sept 71



Free Flight

official publication of
THE SOARING ASSOCIATION OF CANADA

SOARING ASSOCIATION OF CANADA

ORGANIZATION - 1971

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Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

Issue 5/71

August-September, 1971

S. A. C. NEWS

The Nationals

Dave Webb defended his title of National Champion in a convincing fashion with a first place finish on 4 of the 5 contest days, although he had to work hard to keep ahead of some fine flying by John Firth.

Many hours were spent "hangar flying" in the excellent Gatineau Gliding Club clubhouse, a very pleasant indulgence that seems to be a worthwhile aspect of our National Meet. The facilities provided by G.G.C., including hangarage for all competing sailplanes, were really first rate and much appreciated by all. Every gliding club should have a swimming pool!

I think all competitors and crews would like to join me in offering a big vote of thanks to the members of the Gatineau Gliding Club for their fine hospitality and good fellowship.

The small number of entries may have been a disappointment to the organizers. While it does not detract from the competition and makes the organization easier, this lack of popularity of our National Contest may be some cause for concern. What are we doing wrong?

I feel that the chief reason for the small number of entries was the poor prospect for good soaring weather in the Pendleton area in July. As it turned out, we had three days on which the weather was the sort of thing we would all like to become accustomed to, the sort of day when you can keep high and cool while climbing to 7,000 feet under a fat Cu. The other days were interesting, and no doubt very good practice for anyone hoping to improve his competitive abilities, but not much fun really.

Perhaps we should consider holding the Nationals earlier in the year. I know this has been suggested and turned down a number of times in the past. Would this really limit the number of people who could compete? It has always been assumed that it would, but to get some facts we should make a survey of those people who have sailplanes and could enter a National contest to find out what they think. A change to a spring time date would change the character of our

Nationals in that it would largely eliminate the family holiday aspect of the contest, and by providing better weather would give rise to a more sustained competition. I think that flying is what a National contest is all about, and since we all have to take two weeks holiday to participate, we should do all we can to ensure that we will get some good flying during that time.

Distance is a special Canadian problem and is no doubt a factor in the decision of whether or not to enter the Nationals. Evidently it isn't a prohibitive factor though because we had larger turnouts for the contests held at Innisfail (Alberta) in 1969 and Carman (Man.) in 1970, even though the majority of the competitors came from Ontario and Quebec. Someone suggested that we should hold the Nationals in the Winnipeg area fairly often as a compromise on distance. This would keep the maximum distance down to about 1,300 miles unless we had entries from East of Montreal.

We have to have more days of competition flying per year to develop our abilities as competitive pilots. One way to achieve this is to have more flying days at the Nationals. Another is to promote regional contests such as the contests held at Innisfail and Pendleton on the 24th of May, and the weekend contests sponsored by the Vancouver Soaring Association at Princeton. These contests provide an opportunity for a maximum number of pilots to obtain some contest experience at the minimum possible cost in holiday time and traveling money. The standards of equipment entered, flying abilities and contest organization are all improving at the regional contests and I think they are more fun as a result of this.

In summary, the Nationals this year provided a good holiday with plenty of opportunity to renew old acquaintances and make new friends, but like the previous two National contests, it provided less competitive flying than we would have liked to have had.

David J. Marsden,
President, Soaring Association
of Canada.

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Details of the Championships are given on the following pages and consist of the Daily bulletins as published by the Gatineau Gliding Club during the contest, plus the final official score sheets.

Editor

XXIII CANADIAN NATIONAL GLIDING CHAMPIONSHIPS

GATINEAU GLIDING CLUB - 6 - 15 JULY, 1971

Daily bulletin

The Gatineau Gliding Club welcomes all competitors, crews and children to Pendleton.

Waking up on the 6th to the sound of rain was a disappointment to competitors and committee alike. The skies did clear in the afternoon to lift spirits.

JULY 6 - NO CONTEST DAY.

The 7th dawned bright and sunny with cu's forming. The task was set at an OUT & RETURN to Smiths Falls, Ontario.

Fourteen gliders were lined up on the E-W runway and were all aloft in the 45 minutes allotted.

First off the grid and first through the start gate was Bob Gairns in his Libelle (XGE), opening the first flying day of the XXIII Canadian Nationals.

Best flight of the day was made by Ted Henderson, from MSC, in his Standard Austria (RSO). Ted was the only pilot to make it to the turn point.

Several other pilots landed in the vicinity of Metcalfe approx. 40 Km. from Pendleton Airport.

Unfortunately only Ted exceeded 50 Km. and so a second NO CONTEST DAY resulted.

The longest car trip to reach Pendleton was made by Gail and Dick Mamini, and also by George and Steve Blunden who are all members of the Cu-Nim Gliding Club of Calgary, Alberta.

We are pleased to welcome Bob Smith and his family who fly out of Elmira, N.Y., USA, and hope that they enjoy their stay in Canada.

We wish to thank the Hewlett Packard Company, the 3 M Company, the Bulova Watch Company and the 49ers Emergency Radio Squadron of Ottawa for the use of equipment loaned for the contest.

Let's hope it's a Contest Day Tomorrow.

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"Almost Daily bulletin"

The Met report for Friday, 9th July, was marginally favourable. After having had a days rest, Thursday, all pilots were glad when a flying day was declared.

The task was set at a speed triangle, Pendleton to Kemptville to Notre Dame de la Paix, P.Q., and return.

Unfortunately the wind proved stronger than expected and the lift wasn't quite adequate for the conditions. At one point, five gliders were circling over the Russell Airport, but all moved out to land in

farmers' fields close by, making room for five more to land at the field.

Overheard "I'm circling 50' below you, but can't find a thing. Are you having any luck?" "No - altimeter reads 150' - guess I'll look for a place to land".

Indicative of the marginal conditions was the fact that of 14 gliders launched in the Canadian National Competition, only 2 exceeded Silver C distance. Today's heroes: John Firth in RNN and Dick Mamini in ALT. Both rounded the turn point at Kemptville and reached the Ottawa River on the 2nd leg. Dick made a dash across and John reached midriver, but both returned when advised by crew members that a No Contest Day was likely. Despite their good effort, it was a NO CONTEST DAY.

Dick and John must know how Ted felt Wednesday.

Dave Marsden and his HP-14 "Xray-Foxtrot" left the city known for its spectacular Klondike Days, Edmonton Alberta, to join us here. Welcome!

Bob Gairns from MSC provided the Field Crew with some excitement when his crew rushed him back from his landing and assembled the Libelle in record time to get him flying again. The weather was not as co-operative as the crew had been and he had to land at Pendleton again. We were all happy that Bob was able to get his Libelle repaired after sustaining some damage in his off-field landing Wednesday.

We wish to thank the Fuji Photo Film Company Limited for providing the film for the pilots turn-point photos.

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Finally a Contest Day!

(Saturday, 10 July 1971)

The Met man suggested lift to five or six thousand feet and the Contest Committee (desperate for a contest day?) chose a "vulgar downwind dash" for the task. The choice of a race to a goal put a flight strain on the Operations Group since they had not realized that this was one of the tasks they might be called upon to support. They did manage to get the timers to the finish line ahead of the first contestant however, and were rewarded by seeing all 15 pilots complete the task.

John Firth, HP-11A, waited until rather late in the day to make his final start but wasted no time from then on and achieved a speed of 119.6 km./hr. to the goal for first place and 1,000 points. Bob Gairns, with an early start, proved that the time of day was not too important and finished second with a speed of 110.3 km./hr. George Blunden and Dick Mamini finished third and fourth to disprove the eastern myth that Cu-Nim people can only fly in 2,000 f.p.m. thermals in sight of a grain elevator.

To top it all off, perhaps to prove to everyone that they could fly upwind, or perhaps to save wear and tear on the crew, or perhaps as a piece of "one upmanship" for tomorrow, Bob Gairns, Kurt Kovacs (SHK) and Ted Henderson (SH1) flew back to Pendleton A.P.

Two in a Row!

(Sunday the 11th)

The weather men suggested that a good flying day was building up and the task committee (a little more daring but still cautious after earlier experience with no contest days) set a race to St. Jerome and back. The day did develop into a beautiful flying day and the field of contestants charged off to St. Jerome at high speed.

Glen Lockhard was the first to return with a speed of 92.0 km/hr and was the apparent winner for some time (to the elation of the Gatineau Gliding Club members) but Dave Webb, with a speed of 97.2 km./hr. took over first place and dropped Glen to second in the final standings. John Firth and George Blunden were third and fourth. Dave Webb's 1000 points brought him up to second place overall and John Firth remained in first place. The pilots are still well bunched after two contest days with only 208 points separating the top five.

The spectacular finishes were appreciated by those watching with George Blunden getting the Oscar for spraying the crowd and for a wing-bending post finish climb. Dick Mamini must have used a glide angle calculator accurate to three decimal points because he finished at about 4" above the field in the maximum glide configuration and won the "Alfred Hitchcock" award for keeping the spectators in suspense.

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Three in a Row!

(12th July 1971)

That Dave Webb must be an Orangeman. King Billy smiled on him or perhaps he picked up a boomer over an Orangeman's picnic because he finished first again for the second day in a row. The task was a race to Gananoque and return, a distance of 301 km. Dave's speed of 99.5 Km/hr. was followed by John Firth at 96.0 km./hr. for second place. George Blunden (Cirrus) was third and Glen Lockhard of the GGC was fourth.

The distance of 301 km. was a fortunate choice for Alex Grenville in his K6-E because it provided him with a Gold distance and Diamond goal. Two GGC pilots not in the competition took advantage (no pun intended) of the competition organization and entered the race unofficially. Result: Speeds of 67.5 km./hr. for Tony Burton in his BG-12 and 50.1 km./hr. for Peter Coleridge in his Skylark 3. Two more Gold distances and two more Diamond goals. Three beer lists in the Clubhouse made a jolly evening. Congratulations to these three pilots.

The competition is now getting keen. Dave's two consecutive first place finishes have brought him to within 14 points of John Firth in 1st place. There are still 6 pilots within 400 points of first place. Perhaps a distance task will juggle the standings. We have had three speed days now, it must be time for the scratchers to have a chance.

Rumour denied: A Long Range Forecast is not made by a Met man with binoculars.

A Contest!

(Wednesday, 14 July)

The weather looked far from promising in the morning so the pilots' meeting was postponed until 12:30 hours. The heavy overcast was breaking up by noon and the task committee decided that an Area Distance day provided the best chance of making use of the scattered lift and low cloud base (about 4,000') and allowing pilots to avoid the several very large cu-nims scattered through the area.

The contestants were all away shortly after the start position opened at 1,400 hrs. The fairly strong wind caused most competitors to head down or across the wind. Dave Webb, with an excellent flight of 197.5 km. won for the third day in a row. John Firth was close behind with a flight of 179 km. Bob Smith (Std. Libelle) and Henri Chabot (SHK) landed back at Pendleton after flights to Alexandria to tie for third place with 82 km.

Ted Henderson had a rough landing in a very short field north of Ste. Scholastique. He ran out of field and into a barbed wire fence which smashed his canopy and trapped him in the cockpit. The farmer, who happened to be passing, cheerfully cut the fence and freed Ted. He explained that the farm had been expropriated for the new International Airport and said Ted was free to use this fence anytime. Ted thus wins the honour of making the first landing at the new International airport.

Dave Webb's third first place finish in a row finally dislodged John Firth from first place. Overall positions are now Dave Webb first closely followed by John Firth. George Blunden is third and Glen Lockhard is fourth.

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The final day.

(Thursday, 15th July).

(As no GGC bulletin is available, the following is an account of the last day of the contest by Bob Gairns).

Winds were down to 10 knots at 300⁰ and initially there were blue thermals only with wisps of cloud forming and a layer of cirrus threatening to cut off heating. A 100 km. triangle via Alexandria and Hawkesbury was set, with direction optional.

John Firth chose the Hawkesbury/Alexandria route, was down to 1,000 ft. halfway round the triangle, but determined flying kept him in the air, along with Hal Werneberg (Std. Cirrus) of SOSA, and both completed the task in this direction. Dave Webb also chose this route and although held up by cirrus shadow on the second leg, finally joined a thermal at Alexandria occupied by Kurt Kovacs and both got back to Pendleton.

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The final day (cont.)

Bob Smith, Std. Libelle, a pilot for T.W.A., waited until 3 p.m. when he guessed (correctly) that the cirrus would have dissipated, then flew around the triangle without difficulty.

Winner for the day was Dave Webb, with Bob Smith second and John Firth third. Only five pilots completed the task.

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BANQUET:

A buffet-style dinner and prize presentation in the Officers' Mess at Uplands Airport in Ottawa, was attended by most of the contest participants and officials.

The presentation of the trophies was carried out by the Contest Director, Dave Parsey.

A vote of thanks was extended to the Gatineau Gliding Club for hosting a most enjoyable, successful and well organized National Contest.

RESULTS:

The results of the Nationals appear on the next pages. These were taken from the "official" score sheets received by mail on 3rd August from Peter Coleridge of Gatineau.

A supplementary sheet, giving the handicapped scores for the Sports Class and the results as they would have appeared if the 2,1,0 system had been used, is also included.

Any queries on the results, or the handicap system used, should therefore be sent direct to:

Mr. P.T. Coleridge,
(Official Scorer 1971 Nationals),
235 Cooper Street, No. 24,
OTTAWA, Ont.
K2P 0G2

Editor

XXIII CANADIAN NATIONAL SOARING CHAMPIONSHIPS
PENDLETON AIRPORT, ONTARIO - JULY 6TH TO 15TH, 1971

STG.	PILOT	AIRCRAFT	Contest Day 1 - July 10. SPEED TO GOAL (St. Jerome - 86.7 Km.)				Contest Day 2 - July 11, 1971. OUT AND RETURN - (St. Jerome Airport - 173.4 Km.)				Contest Day 3 - July 12, 1971. OUT AND RETURN - (Gananoque Airport - 300 Km.)				Contest Day 4 - July 14, 1971. AREA DISTANCE				Contest Day 5 - July 15, 1971. TRIANGLE (Alexandria/Hawkesbury 114.6 Km.)						
			Speed or Dist.	Daily Score	Cum. Stand- ing.	Speed or Dist.	Daily Score (Stdg.)	Cum. Score	Cum. Stdg.	Speed or Dist.	Daily Score (Stdg.)	Cum. Score	Cum. Stdg.	Speed or Dist.	Daily Score (Stdg.)	Cum. Score	Cum. Stdg.	Speed or Dist.	Daily Score (Stdg.)	Cum. Score	Cum. Stdg.	Speed or Dist.	Daily Score (Stdg.)	Cum. Score	Cum. Stdg.
1.	WEBB, Dave	Kestrel	102.85	860	5	97.25	1,000 (1)	1,860	2	99.55	1,000 (1)	2,860	2	197.50	1,000 (1)	3,860	1	45.55	1,000 (1)	4,860	1				
2.	FIRTH, John	HP-11A	119.65	1,000	1	88.45	909 (3)	1,909	1	96.05	965 (2)	2,874	1	179.00	906 (2)	3,780	2	34.15	750 (3)	4,530	2				
3.	SMITH, Bob Henri	Std.Libelle	95.25	796	6	60.65	623 (11)	1,419	8	66.75	670 (11)	2,089	10	32.00	415 (3)	2,504	9	43.55	956 (2)	3,460	3				
4.	KOVACS, Kurt/CHABOT,	SHK	76.75	641	10	65.55	674 (10)	1,315	11	70.75	710 (10)	2,025	11	82.00	415 (3)	2,440	10	32.95	724 (4)	3,164	4				
5.	LOCKHARD, Glen	HP-14	83.65	699	8	92.05	946 (2)	1,645	6	80.85	812 (4)	2,457	6	75.00	380 (7)	2,837	4	77.50	282 (6)	3,119	5				
6.	BLUNDEN, George	Cirrus	107.45	898	3	85.75	882 (4)	1,780	3	83.15	835 (3)	2,615	3	69.50	352 (9)	2,967	3	41.00	149 (10)	3,116	6				
7.	WERNEBERG, Hal	Std.Cirrus	82.25	687	9	69.05	709 (9)	1,396	10	79.25	796 (6)	2,192	8	35.00	177 (13)	2,369	11	31.75	696 (5)	3,065	7				
8.	GAIRNS, Bob	Libelle H301	110.35	922	2	76.05	782 (8)	1,704	4	76.45	767 (3)	2,471	5	59.50	301 (11)	2,772	5	75.50	274 (7)	3,046	8				
9.	MAMINI, Dick	HP-14	105.65	883	4	79.55	818 (5)	1,701	5	78.95	793 (7)	2,494	4	50.00	254 (12)	2,748	6	57.50	184 (8)	2,932	9				
10.	MARSDEN, Dave	HP-14	89.35	747	7	79.05	813 (6)	1,560	7	80.65	810 (5)	2,370	7	68.50	347 (10)	2,717	7	50.00	182 (9)	2,899	10				
11.	HENDERSON, Ted	SH-1	75.35	629	11	76.45	786 (7)	1,415	9	74.95	753 (9)	2,168	9	76.00	384 (6)	2,552	8	DNC	DNC	2,552	11				
12.	GREENVILLE, Alex	X6-E	71.75	599	13	58.35	599 (12)	1,198	12	55.85	561 (12)	1,759	12	79.00	400 (5)	2,159	12	17.00	62 (13)	2,221	12				
13.	SMITH, Elvie Helmut	HP-14	53.65	448	15	136.00	314 (13)	762	13	88.00	117 (14)	879	14	71.00	359 (8)	1,238	13	38.00	138 (12)	1,376	13				
14.	GEYER, Gunter/HENNES,	LS-1	62.65	523	14	87.00	200 (14)	723	14	241.00	321 (13)	1,044	13	30.50	154 (14)	1,198	14	41.00	149 (10)	1,347	14				
15.	NAGY, Julius	Std.Libelle	73.35	613	12	DNC	DNC	613	15	DNC	DNC	613	15	DNC	DNC	613	15	DNC	DNC	613	15				

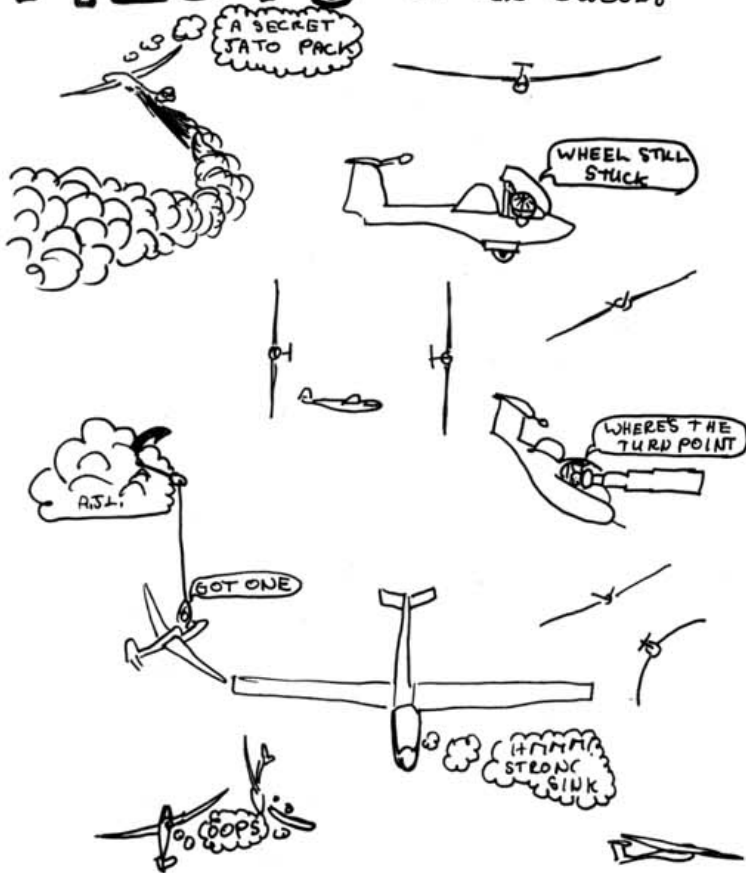
Speed (S) - Kilometers per hour
Distance (D) = Kilometers
DNC - Did Not Compete

XXIII CANADIAN NATIONAL GLIDING CHAMPIONSHIPS

<u>Pilot</u>	<u>Aircraft</u>	<u>Championship Score and Place</u>	<u>Handicap Factor Score & Place</u>	<u>2,1,0 SCORE & PLACE</u>
Webb	Kestrel 17 m	4,860 (1)	.82 3,985 (2)	122 (1)
Firth	HP-11A	4,530 (2)	.94 4,258 (1)	118 (2)
Smith, R.	Std. Libelle	3,460 (3)	.86 2,976 (3)	73 (5)
Kovacs/Chabot	SHK	3,164 (4)	.88 2,784 (4)	65 (9)
Lockhard	HP-14	3,119 (5)	.86 2,683 (5)	98 (3)
Blunden	Cirrus	3,116 (6)	.82 2,555 (8)	81 (4)
Werneburg	Std. Cirrus	3,065 (7)	.86 2,636 (6)	56 (10)
Gairns	Libelle (H301)	3,046 (8)	.85 2,589 (7)	68 (6=)
Mamini	HP-14	2,932 (9)	.86 2,522 (9)	68 (6=)
Marsden	HP-14	2,899 (10)	.86 2,493 (10)	66 (8)
Henderson	SH-1	2,552 (11)	.90 2,297 (11)	48 (11)
Grenville	Ka-6E	2,221 (12)	.94 2,088 (12)	30 (12)
Smith, E.	HP-14	1,376 (13)	.86 1,183 (13)	16 (13)
Geyer/Hermes	LS-1	1,347 (14)	.86 1,159 (14)	9 (14)
Nagy	Std. Libelle	613 (15)	.86 527 (15)	6 (15)

PILOTS

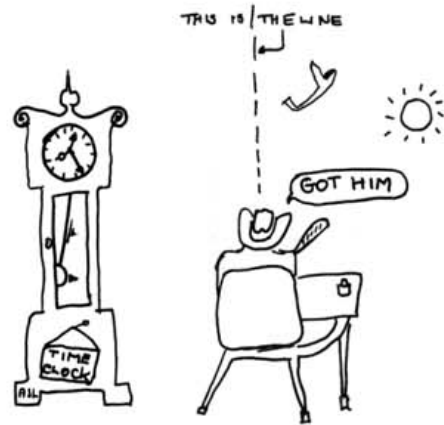
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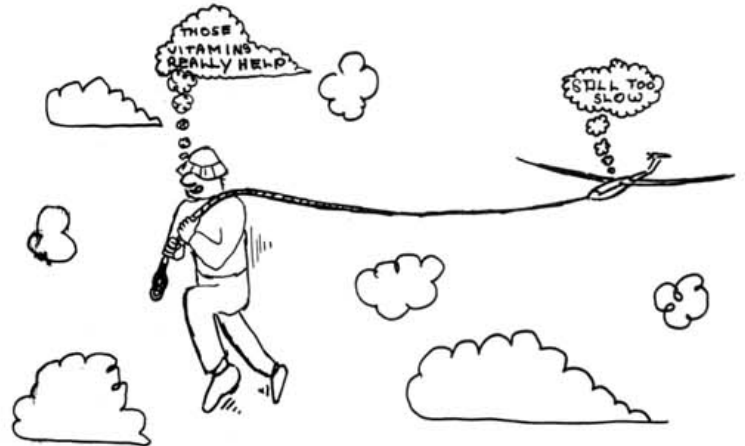
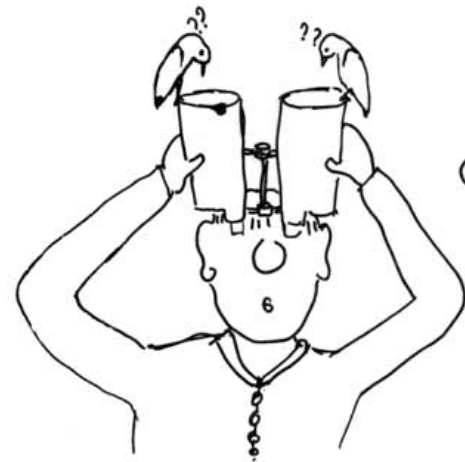
THE TASK COMMITTEE



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THANKS TO THE
TOW PILOTS

Amor.

SOARING ASSOCIATION OF CANADA

World Championships Pilot Selection Procedure:

- 1.0 The selection committee from which the S.A.C. team will be chosen will consist of the following pilots:-
 - a) S.A.C. entrants in the preceding two World Championships, and pilots seeded in the first 4 places for the preceding two World Championships.
 - b) All pilots of sailplanes placing in the first three places of the last three Canadian National Soaring Championships. (To include all pilots of team entries and to ignore foreign entries).
 - c) Winners of the Canadair Trophy (five best flights) for the three preceding years.
 - d)
 - i) Pilots who apply to the S.A.C. Directors, stating their qualifications, may be included; subject to the agreement of the Directors.
 - ii) Pilots whose names are recommended for inclusion by a majority of the S.A.C. Directors, or by any pilot qualified under a) or b) above.
 - e) If this selection procedure, excluding item d), does not exceed nine names, then item b) would be extended to include pilots of first four, or five, placing sailplanes, as necessary, in the last three Canadian National Soaring Championships.
 - 2.0 Each eligible pilot will be supplied with a list of eligible pilots and will be requested to fill out a qualification questionnaire form.
 - 3.0 From the data supplied under (2), the Directors will supply a complete qualification data sheet to all eligible pilots (including any new names as a result of (d) (i) or (d) (ii) above), and request them to place the names in the order they prefer.
 - 4.0 If a pilot cannot, on request from the Directors, justify a particular placing on his ballot, then his whole selection will be ignored.
 - 5.0 It must be clearly understood that the final approval of a team is the responsibility of the S.A.C. Directors.
 - 6.0* Team pilots must be Canadian Citizens.
 - 7.0* The Team Captain will be elected by the team.
- (*Motions carried at the S.A.C. A.G.M. see "Free Flight" Issue 3/71, p.3)

THIRTEENTH WORLD GLIDING CHAMPIONSHIPS

Yugoslavia will be hosting the 1972 International contest in July of next year. For the benefit of those Canadians interested in attending, the following article (recently published by the New Zealand Gliding Kiwi) may be of interest:

"Vrsac is a town in Eastern Yugoslavia, less than 20 Kilometres from the Rumanian border.

"Yugoslavia has competed in previous World Championships and, in fact, flew the same sailplanes in the 1958 and 1968 World events in Poland. The Meteor, as it is known, is an 18-metre open class ship of metal construction, but was in 1958, regarded as of very advanced design. In 1958, it was amongst the few, if not the only one, that not only flew with retractable undercarriage, but also with a retractable front skid.

"Some 18 million tourists visited Yugoslavia in 1969, almost as many as the total population which now exceeds 20 million. With a long coastline bordering the Adriatic Sea, and a tourist centre stretching the whole length of the coast, one is invited to fly Yugoslavia's DC9 fleet into this Socialised State.

"GEOGRAPHY:

Yugoslavia is situated in the south-western part of the Balkan Peninsula between 40 deg 53' northern latitude and 13 deg. 23' and 23 deg. 02' eastern longitude and covers a total area of 98,766 square miles. Yugoslavia is contiguous to Italy, Austria, Hungary, Rumania, Bulgaria, Greece and Albania.

Mountains and highlands account for 70.7 per cent of the total area. Mount Triglav (2,863 metres) is the highest peak in the country.

"CLIMATE:

The climate in Yugoslavia is, roughly speaking, continental in the northern and north-eastern parts of the country, moderate continental in the central, mainly highland regions and Mediterranean in the coastal zone. The mean temperature in January in the South is +9 Centigrade, compared with -3 Centigrade in the North.

"POPULATION:

1961 - 18,549,000. 1966 - 19,756,000. 1967 - 20,100,000 (estimate).

Forty-eight per cent of the total population are employed. Employment patterns in 1966 were as follows: industry, 1,361,000 persons; agriculture, 5,296,000; forestry, 79,000; building and civil engineering, 297,000; transport, 247,000; wholesale and catering, 349,000; skilled trades, 203,000; communal services and public utilities, 67,000; cultural and welfare activities, 419,000; public administration and government, 168,000.

The agrarian population has declined from 75 to about 50 per cent of the total population during the past 20 years. Over 55 per cent of the population are under 30 years of age.

The biggest city is Belgrade, the capital of Yugoslavia and of the Socialist Republic of Serbia, with 703,000 inhabitants.

Five nations live in Yugoslavia. According to a recent population census there were 4,294,000 Croats, 1,046,000 Macedonians, 514,000 Montenegrins, 7,806,000 Serbs and 1,589,000 Slovenes. There were also 973,000 Moslems (in the ethnic sense of the word), while 317,000 citizens did not declare themselves as to nationality.

The Church is separated from the State. There are 26 religious groups in Yugoslavia all of which are equal before the law.

"GOVERNMENT:

Yugoslavia is a socialist country of the federal type consisting of six socialist republics. The social system is based on the constitutional right of the working people to manage the means of production and decide on all public affairs. Some 150,000 citizens take part in the work of the various bodies of social self-government during an electoral term of office. The Federated Assembly is the supreme organ of authority and social self-government.

"FOREIGN POLICY:

Yugoslav foreign policy is inspired by the principles of active peaceful co-existence and co-operation with all countries on terms of equality, regardless of differences in the social and political systems. Yugoslavia has diplomatic missions in 84 countries and representatives in the bodies and agencies of the United Nations.

"ECONOMY:

Before the Second World War (1939), Yugoslavia was a predominantly agrarian country with an annual per capita income of barely 150 dollars, as compared with the present average per capita income of approximately 500 dollars. Industry and transport have been fully nationalised, while agriculture, the skilled trades and commerce have only partially passed into social ownership.

Yugoslavia's present rate of economic development and change of demographic structure is among the most rapid and dynamic in the world.

Cont'd.

INDUSTRY:

Industrial production increased 7.5 times in the 25-year period between 1940 and 1965. Yugoslavia is one of the foremost producers of copper, lead, antimony and bismuth in Europe. She also holds second and third place respectively on the list of European silver and bauxite producers.

The chemical industry, which developed largely after the war, employs about 68,000 workers. The output of chemical fertiliser, for example, which recently reached the 1.3 million mark, barely exceeded 70,000 tons in 1939.

NATURAL RESOURCES:

Water power, forests and minerals are abundant in Yugoslavia. The known reserves of copper and lead-zinc ore will enable the present production of copper, lead and zinc to be doubled over the next 30-year period. The known bauxite reserves are estimated at about 65 million tons, of which 35 million tons have a metal content of 58.7 per cent.

NATIONAL DEFENCE:

The Yugoslav People's Army was created as the armed force of the Yugoslav peoples during the struggle for the national and social liberation of the country from 1941 to 1945. It protects the independence of the Socialist Federal Republic of Yugoslavia. 5.5 per cent of national income is appropriated for defence requirements. The President of the Republic is the Supreme Commander of the armed forces. Military service of all male citizens is compulsory.

SOCIAL WELFARE AND HEALTH:

Virtually the entire Yugoslav population is covered by various social security schemes. Men acquire the right to a full pension after 40 years of work and women after 35 years of work. For those doing heavy work, a shorter term of employment is required. There are about a million pensioners in Yugoslavia at present.

Important rights in this sphere is a 42-hour working week; 105 days of paid leave for women during pregnancy and after delivery, as well as four-hour work day until the child is eight months old; free choice of doctors for medical treatment; pension for the dependents of a deceased insured person; paid annual vacation (from 14 to 30 working days).

EDUCATION:

Compulsory education in the eight-year elementary schools begins at the age of seven. Children may continue their education in secondary schools. There were 197,000 students at the universities, art academies, higher schools and other educational institutions of equal or similar rank in 1966. An average of 25,000 students graduate every year. Education is free.

CULTURE:

The first printing press appeared in Cetinje (Montenegro) in 1493, to be followed a year later by a second one in the town of Senj (Croatian Littoral).

Twenty-three dailies are issued in Yugoslavia. Over 6,000 book titles in 40,000,000 copies are published annually. The most distinguished Yugoslav writers are Ivo Andric, who won the Nobel Prize for Literature in 1962, and Miroslav Krleza.

There are Academies of Sciences in Bosnia and Herzegovina, Croatia, Macedonia, Slovenia and Serbia.

There are 16,320 public and school libraries in Yugoslavia, 55 repertory, 99 amateur and 28 children's theatres, and 10 permanent opera companies and philharmonic orchestras. The radio and TV programmes are broadcast in the languages of all Yugoslav peoples and nationalities.

Tourist Promotion literature makes a play on their numerous beach resorts, and one finds it intriguing to notice the numerous resorts that advertise "nudist" beaches. Obviously tourism is big business, and the rates quoted make for an inexpensive European holiday. (18 million people can't be wrong).

It would appear that the services offered vary considerably from those experienced by the 1968 team to Poland. The country sports casinos, bowling alleys, water skiing, deepsea diving, golf, and numerous rentacar services. Cars can be rented anywhere in Europe with terminating agreements within the country. Sport shooting prevails and bears and deer appear frequently on the country's maps."

(Note: Those Canadians interested in joining the team for Yugoslavia should send a resumé of their gliding experience and crewing qualifications to Peter Trounce; (for address see Organization chart).

Any ideas for fund raising, etc. should be sent to David Marsden (S.A.C. President) until such time as an official is appointed. - ED.)

*

S.A.C. NEWS Cont.

F.A.I. COMMITTEE:

The following Canadian Record has now been confirmed:

100 Km. Triangle	61.3 m.p.h.	DAVID J. MARSDEN (HP-14) Edmonton Soaring Club
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The following is an excerpt from a letter sent to the Royal Canadian Flying Club Association on August 11, 1971:

"On behalf of Mr. André Dumestre of 4707 Coronation Drive, Calgary, Alta, would you please forward to the French Aero Club, his claim to a French sailplane speed record for 200 kilometers goal and return. We have pleasure in confirming that this flight was completed at a speed of 113.84 kilometers per hour on May 23rd, 1971. Mr. Dumestre flew his Libelle H301 sailplane from Innisfail airport to Wetaskiwin, Alberta and return during the Western Canadian Championships."

Charles M. Yeates,
Chairman S.A.C., FAI AWARDS CTTEE.

FREE FLIGHT NEXT ISSUE

Please send articles, club news, letters, ads, etc. before 8th October for inclusion in the November 1st issue. Mail to FREE FLIGHT Editor, Mrs. Sylvia Webb, (for home address see Organization chart).

SAFETY COMMITTEE

The following article is the first in a series under the heading "POINTS TO PONDER" by Dave Tustin. The series will be featured on separate sheets in "Free Flight" so that they may be retained for reference.

Dave would like to receive articles or comments on safety matters. Anyone interested should send them directly to:

Dave Tustin,
581 Lodge Avenue,
WINNIPEG 12, Manitoba

Part I

'POINTS TO PONDER'

Another Club 2-22 has been lost, at least for the season, due to wind damage.

This incident could have been even more costly as the trainer literally flew 'over' the towplane and landed upside down on the clubhouse roof.

As many clubs either operate off leased land without hangar facilities, or don't have the capital necessary to erect a club hangar (next year project) it becomes imperative that the investment be protected as best as possible - this means foolproof tie-downs in the form of hydro pole augers. They come in various lengths, usually 4' and up and if purchased from the 'pole line hardware department' of your local Hydro Company, will cost approximately \$4 each. You might also find them at scrap dealers at a more attractive price. At any rate, the cost is minimal when you consider the protection they offer. Holding strength per auger will vary with soil type from 2,000 to 5,000 lbs.

As the offending types are usually Schweizer 2-22 or 2-33s, I have taken the liberty of reprinting the last page of the Schweizer 2-22 handbook on this topic.

Sailplane Tie Downs

Many more sailplanes are damaged on the ground by the wind than in flying accidents. It is usually due to leaving the ship unsecured or using inadequate tie downs.

In the normal, tail down position, the wing has a high angle of attack. A 2-22 or 2-33 (empty weight 500 lbs) facing into the wind will be subjected to lift forces as shown:

<u>WIND</u>	<u>LIFT</u>	<u>NET LIFT</u>
30 mph	750	250 Lbs
40 mph	1,300	800 Lbs
50 mph	2,000	1,500 Lbs
60 mph	2,900	2,400 Lbs
70 mph	3,950	3,450 Lbs
80 mph	5,200	4,700 Lbs

Therefore, it is very important that adequate tie downs are provided. The following procedures are recommended:

p.t.o.

1. Sheltered Areas: Tail down, ropes (*), at wings and tail (***).
2. Unsheltered Areas: Facing into prevailing wind. Ropes at wings and tail, and chain tie down to release hook.
3. Unsheltered Areas - High Wind Hazard: Fail supported on padded stand. Rope to wings and two ropes to tail. Short chain (5/16" welded link), tie down to tow hook.
4. Flightline Tie Down: Short chain tie down to tow hook (tail in air). Water filled tire tube on end of one wing.

NOTE * Minimum size of recommended ropes:
5/16" nylon or 1/2" manila - renewed each season.
(Knots can reduce rope strength by 50%).

** Size and style of ground anchor will depend on soil composition and type of sailplane. In light sandy soils, anchor arm or chain longer and set deeper. A ground anchor should be able to withstand a vertical pull of at least 2,000 lbs. It should not be located directly under tie downs.

*** Rudderlock - recommended if control locks are not used. Ailerons and elevator can be secured with seat belt around control stick.

**** Securing the spoilers or dive brakes open will decrease lifting forces.

Dave Tustin,
Winnipeg, Aug, 6/71

NOTICE OF MEETING

September 14 - 16, 1971 - Canadian Air Line Pilots Association. Technical and Safety Symposium. Constellation Hotel, Toronto, Ont. September 14 and 16 - Closed Sessions. September 15 - Industry Day and Banquet.

TROPHIES - "200" & "BEST FIVE FLIGHTS"
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By R.C. Gairns

The following trophy flight claims have been received up until 27th August, 1971:

"200" TROPHY (Flights by pilots with under 200 hours solo time)

<u>PILOT (CLUB)</u>	<u>AIRCRAFT</u>	<u>DATE</u>	<u>TASK</u>	<u>CLAIM</u>	
P. Coleridge	Skylark 3b	22 May	Distance	286.4Km	178.0 Mls
(GGC) "	"	29 "	O & Ret.	75.6Km	47.0 "
"	"	12 July	O & Ret.	301.0Km	187.2 "
D. Pandur	Std.Libelle	18 April	Height gn	2713M.	8,900 ft.
(ESC) "	"	9 May	Triangle	120.0Km	74.6 Mls
"	"	22 "	"	129.8Km	80.7 "
"	"	24 "	Distance	284.5Km	176.8 "

FIVE BEST FLIGHTS TROPHY

A. Dumestre	Libelle 301	25 July	Distance	620.0Km	375.6 Mls
(Cu-Nim)					
J. Firth	HP-11A	22 May	O & Ret.	242.0Km	150.0 "
(Unattached)	"	23 "	Triangle	219.0Km	136.0 "
R.C. Gairns	Libelle 301	22 May	O & Ret.	177.0Km	110.0 "
(MSC) "	"	23 "	Triangle	219.0Km	136.0 "
"	"	10 July	Distance	173.4Km	107.9 "
"	"	11 "	O & Ret.	173.4Km	107.9 "
"	"	12 "	O & Ret.	301.0Km	187.2 "
B. Hea	Std.Libelle	23 May	O & Ret.	219.8Km	136.6 "
(Cu-Nim)	"	24 "	Triangle	318.3Km	197.8 "
"	"	4 July	Distance	175.0Km	108.9 "
"	"	13 "	"	451.0Km	280.5 "
"	"	25 "	"	443.6Km	275.9 "
D. Marsden	HP-14	23 May	O & Ret.	219.8Km	136.6 "
(ESC) "	"	24 "	Triangle	318.3Km	197.8 "
"	"	19 June	Distance	329.8Km	205.0 "
"	"	12 July	O & Ret.	301.0Km	187.2 "
D. Webb	SB-7(M)	22 May	O & Ret.	177.0Km	110.0 "
(MSC) "	"	23 "	Triangle	219.0Km	136.0 "
"	Kestrel 17m	11 July	O & Ret.	173.4Km	107.9 "
"	"	12 "	O & Ret.	301.0Km	187.2 "
"	"	14 "	Distance	197.5Km	122.8 "

Note: A number of good flights were made during the National Contest at Pendleton, with declaration, turn point and landing data verified by Official Observers. Flights made by pilots during this contest are therefore acceptable for the 5 Best Flights and "200" Trophies; however, only Marsden, Webb and Gairns have submitted claims for their flights. Other pilots who wish to have their National Contest flights recorded for these trophies should send in claims if they wish these flights to count.

INTERNATIONAL F.A.I. BADGES

C.M. Yeates

The following were approved in Canada to August 31st, 1971:

Gold Badges:

89 Peter Lamla
90 Charles Bonds

Silver Badges:

277 Chas. G. Thomas
278 Peter Lamla
279 Ivor David
280 C.C. Zwaryck
281 John Pinchin
282 John Burany
283 Peter Lambert
284 Gordon Speer
285 David Ferguson
286 C.F. Pattenson

Altitude Diamonds:
16,404 ft. gain

Kurt Kovacs, Mt. Washington. SHK 24,750'
Henri Chabot " " SHK 24,000'
Frank Valenta, Truckee, Calif. Kestrel-19

Distance Diamond:
310.7 miles

Nil

Goal Diamond:
186.4 miles, O & R

A.W. Burton, BGL2, Pendleton, Ontario.
P.T. Coleridge, Sklk 3b, Pendleton, Ont.
Alex Grenville, Ka6E

Gold Altitude Legs:
9,842 ft. gain

Nil

Gold Distance Legs:
186.4 miles

J. Pinchin, L-Spatz, Alberta

Silver Badge Legs:
Altitude: 3,281 ft. gain

Eric Newsome, 1-26, Hawkesbury, Ontario
Joel Bonneau, 1-26, Quebec, Que.
C.C. Zwaryck Innisfail, Alberta
Elemer Balint Peterborough, Ontario
John Anthoine Sault Ste. Marie, Ont.
Walter Weir Peterborough, Ontario
J.P.Driver-Jowitt, Regina, Sask.
Peter Lambert, 1-26 London, Ontario
M. Gordon-Smith, Blanik, Hawkesbury, Ont.

Distance: 31.1 miles:

Ted Fahr 1-26, Black Forest, Colo.

Duration: 5 hours:

Andrew Heineman, 1-26, Black Forest, Colo.
Walter Weir Peterborough, Ontario
Peter Lambert, 1-26 London, Ontario

C Badges:

14

SO THEY'VE ASKED YOU TO BE CFI

(Taken from the Flying & Instructing section of Sailplane & Gliding, Aug.-Sept 1971 issue)

What should being CFI really mean? To start with we can remove some of the things it doesn't mean. Just because you have been elected by a committee doesn't mean you're God. Only a temporary one. Remember, the people you are beastly to on the way up will still be around to grease the slippery pole on your way back again. And another thing - election as CFI doesn't mean you have the right to alter the principles of flight or the laws of gravity. Keep your high flown theories to yourself until you have had a chance to pick the brains of older and wiser heads. Most of what you will have to do has been done before. Most of the mistakes have been made. Ask and find out. You will not lower yourself or appear weak by approaching people with a good deal more experience than you. They will be only too glad to pass on their hard earned store of knowledge. After all, you're all in the same business.

The next bit of advice is to put on your office wall a large sign saying "WHY NOT LEAVE IT AS IT IS?" If you go around changing everything as soon as you get into power you will achieve a confusion such as has not been seen since the Tower of Babel. Confusion is dangerous and if you don't know what you're doing, you'll have someone killed. Breaking the news to a new widow is not the way to spend a Sunday evening.

Your job as CFI is to provide maximum member enjoyment, which means a lot of lovely safe flying in a controlled but relaxed atmosphere. Remember, people are doing it for fun, but at the same time you are responsible for seeing that they have their fun safely. The title Chief Instructor means exactly what it says: You run the instructors and through them all, repeat ALL, the flying in the club. The committee, directors, call them what you will, look after club management and administration and the purpose of that is to provide you with the environment in which to get on with your job. And you really are responsible. It's not the committee who have to get up in the coroner's court, it's YOU. Innocent members of the public join to learn to fly. They pay. They deserve the best in the way of instruction and supervision that you can offer. And where human lives are at stake, the best is nothing short of perfection.

Having agreed that safe flying is the name of the game, how can you, as CFI, aim for the degree of perfection required? You supervise. You supervise the instructors. You supervise them supervising pilots. You select for yourself the best instructors available. You select potential instructors and train them or have them trained. In the latter case, you prepare them for their course so that they can get the maximum benefit from it. You fly with your instructors and fly with their pupils to check their results. Above all, you cut out the dead wood, the fine weather boys, the 10 launches a month types, the show-offs and the braggarts. The reason for instructing is that one genuinely wants to pass on one's own enjoyment of the sport to others. It is not an excuse to show off to the dolly birds or to prop up the bar surrounded by admirers.

When you think you are beginning to get the organisation the way you want it, you start delegating authority. This will be an eye opener, but don't interfere with the others unless safety is jeopardised. Keep quiet and calmly make your judgments about who will be reliable and loyal to you and who won't. Don't worry about losing instructors. If they take offence they're not much use to you anyway. It's surprising what can be done with a good pilot and a Bill Scull course. Once you can delegate, get in as much solo flying as you can. Keep up the badge hunt. A CFI with a Silver is at somewhat of a disadvantage in a club full of Diamonds. Do enough pure instructing to keep current and to check the way instruction is being given. Do a bit of tugging, but don't hog it. If you can keep flexible in your flying activities you won't fall into the trap of becoming that worst of all types of CFI, the circuit basher.

To be a really effective CFI you must communicate. Some things, syllabuses, flying rules, etc. must be written down in such a way that there can be no argument. In addition you should write newsletters, reminding the older hands of things they may have forgotten and giving the newer chaps food for thought. Have instructors' meetings fairly regularly. They provide an opportunity for instructors to let their hair down and talk shop in an uninhibited atmosphere. You will also find out more about them, not all of it good. Your main aim is standardisation. Pupils must perforce fly with many different instructors. You owe it to them to see that they get taught in substantially the same way. Find out who is teaching them that the elevator and rudder change functions in a steep turn!

I know that there are things I have not covered here, but I've tried to get at the basics. I hope I've made at least one CFI have one thought, even if it's anti.

To sum up, try these hints for success:

DON'T think you're God's gift to aviation. DON'T indulge in flashy flying (they know you're good). DON'T think only you can teach people to fly. You mustn't start a hero worship cult in the pupils. DON'T hesitate to jettison sub-standard instructors. DO do enough instructing to keep your hand in and check your instructors' results. DO fly with your instructors as often as possible. LISTEN to pupils' whines and don't let them know you've heard it all before.

COMMUNICATE. SUPERVISE.

Roger A. Neaves

C L U B N E W S

CHAMPLAIN SOARING ASSOCIATION:

Although CSA news was received recently, it was not possible to have the handwritten French translated in time for inclusion in this issue. It is hoped to include it in the next issue. ED.

EDMONTON SOARING CLUB:

Taken from "Towline"

A violent windstorm in late June destroyed the club 2-22, our only trainer. a line of thunderstorms, accompanied by gusts up to 70 mph coming out of the southwest, broke the glider's tie-down and smashed it upside down on the clubhouse roof. The glider has been assessed a total write-off. Some minor damage to the nearby towplane's right wing also occurred.

This accident hit us at a particularly bad time, as we were in the middle of training 15 new members to the club.

President Dan Pandur and his Executive quickly found a suitable 2-33, owned by a commercial operator in Wenatchee, Wn., to replace the 2-22. The new ship is at the field at Cooking Lake, but at the moment is still grounded due to red tape somewhere along the line; however, she will probably be airborne by the time you read this.

Congratulations are due to Dan Key who, by all reports, fought very hard to successfully complete his 5-hour duration recently. Dan was a member of some of the earliest clubs in Canada, flying primaries from car tows and off hillsides, etc near Drumheller, and in the Lethbridge area. At present, he still has the structure of an old primary hanging in his garage.

G.T.

ERIN SOARING SOCIETY:

Letter from Jane Goodisen

Last year our club had 8 solos and 1,100 flights. This year we are running slightly ahead with 8 shirt tails by early August and several potential solo students before the year is out. The eight people who provided the colourful shirt-tails were: Mrs. Evelyn Finlay, Dennis Goulin, Henry Granander, Bernie Hachmann, James Powell, Peter Rawes, Wayne Stewart and Mickey Toth. Two of these members had soloed previously: Wayne Stewart at the Montreal Soaring Council & Henry Granander (CFI) in Sweden, where he was also a tow-pilot for many years.

Most of our solo members are now working towards their Silver C badges. The club is purchasing a barograph for the advanced students.

'Encouragement' is watching Bob Pattensen stay up for hours in his 'butterfly' (Ka3 with an L/D ratio of 1:17). Bob has had many good flights this season despite the few good days.

When our members are not flying they are kept busy on the ground repairing hangars, gliders and the trailer, under the supervision of Jack Dodds, who is in charge of maintenance.

The motto of our club is "to get up and stay up".

LONDON SOARING SOCIETY:

Letter from Joe Thompson

The London Soaring Society is now in its second season and it would not be unreasonable to say that it is proving to be a viable operation.

The nucleus of the club was a small group of frustrated glider pilots who decided that the London area should be able to support a soaring club.

After some of these pilots flew a Pratt-Read (CF-ZAN) privately for

2 years, feelers were put out, meetings held and sufficient interest developed to justify the effort involved in organising a club.

Equipment was comprised of the Pratt-Read, an Auster Mk. VI and a single seater, type to be determined by price and availability. The latter transpired to be an L-Spatz-55 from the Detroit area. After much effort, including ham radio calls to Germany, phone calls to the factory, etc. a Canadian registration (CF-AKQ) was finally granted in late June of '70.

As our statistics show (June-July Free Flight), the first season was quite successful with 488 flts, especially considering the fact that only four people could fly the Spatz; this number rose to 6 by the end of the season.

Four people had soloed, one Silver "C" and two "C" badges were earned, no aircraft or people were damaged and the financial picture looked good, as we had more than covered our operating costs which included the cost of a hangar. With 22 senior and one junior member, the outlook was encouraging.

After much debate it was decided that a basic single seater would be a good investment for the club for the '71 season, as the number of solo pilots was increasing. A 1-26 (CF-ZDQ) was available in Quebec & we quickly went after it. The machine was in excellent condition after a rebuild to new specs. and was just what we wanted.

The first event of the '71 season was the London sportsmans' show where we rented a booth, lined it with pictures from old S.S.A. calendars and suspended the 1-26 from the roof. Our aim was to advertise the sport and hopefully arouse interest and attract members. We succeeded in achieving the first two goals, but failed miserably in the

latter. Lots of people came in to talk to us and expressed interest. We followed up with literature and the resultant gain in members was NIL. I doubt that we will repeat that effort again. (Any other clubs care to comment on similar experiences?)

Flying started early this year with excellent conditions & everyone loved the 1-26, especially our C.F.I. who now has a machine he can use for aerobatics, which he does to everyone's delight and envy.

Unfortunately soaring conditions deteriorated and our Auster started developing expensive tastes. In short it cracked a cylinder head, then swallowed a valve which ruined a piston, barrel and another head. It snapped two of the rods securing the tailplane and just when we thought our problems were over, a bad vibration developed. It transpired that the prop was cracked at the hub so now we fly without a spinner and carry out regular inspections.

Apart from the expense, there was quite a loss of revenue from the interruption of our flying activities. Touch wood! things have now settled down, the weather improved and flying is progressing well.

The St. Thomas Air Cadets have taken up gliding and with our CFI's assistance, bought the venerable TG3A (CF-ZBU) from the boys in Peterborough who turned out in force to wish it farewell. They needn't worry, it is in good hands, as everyone enjoys flying it and it has already flown a Silver C five-hour flight.

The Cadets pay for their tow at club rates and in return for providing free instruction and facilities, we have use of the "Bomber" in the afternoons. This has proven to be extremely beneficial, as both

the 2-seaters are in full demand.

Soloes, C-badges and Silver C legs are now a regular occurrence & if we can maintain our "incident" free record we shall be very happy.

Our membership is static with attrition making up for any new members we gain, but we hope that some progress will be made.

Since there is more to a soaring club than just flying, I feel justified in diverging from that topic.

First the social side, this is not neglected. Meetings are now held more frequently and any excuse e.g. soloing, etc. is good for a party. These are always enjoyed, help to knit the club closer together and would you believe improve your swimming! Try a dip fully clothed at 1.00 a.m. sometime.

Everyone has worked hard to bring the club to its present state but our CFI, Mike Frijters, and Chief Tow Pilot, Wilem Denbaars, deserve special mention for their efforts and enthusiasm. Amongst other achievements, they have spent many hours nursing our Auster during its many illnesses and their example has inspired everyone to greater effort. Mike's flying is exceptional and his standards such that this quality more than any other deserves the credit for the number of solo pilots and accident free flights we now have. Every-club deserves people like these in its midst.

We extend an invitation to anyone to visit our strip on weekends. It is adjacent to the southerly side of the 401, midway between Highway 4 and Wellington Road. (London business intersection)

MONTREAL SOARING COUNCIL:

Taken from "Downwind"

At the end of July, over 2500 flights had been made, an increase of 500 for the same period last

year, which was a record year. Generally good weather, additional gliders and an enthusiastic membership contributed to this new level of achievement.

Noteworthy crosscountry flights included Gunter Geyer's trip to Megantic (186 mls) Dick Kirschner's flight to L'Epiphanie (63 mls) and Peter Trent's 125 mile flight to Drummondville. Locally, 5-hour flts were made by Dave Robins, Gordon Bruce and Roly Steimer.

An attempt to foster crosscountry flying in the M.S.C. was made on the July 1-4 weekend. Most of the club machines were taken away from the field and the following flights were recorded: Dick Kirschner flew the 1-26 to St. Remi in a 3-hr flt. completing his Silver 'C'. Nigel Newsome (16 years) assisted by Geo. Adams, piloted a 2-33 to a landing near Alfred. Janis Henry (15) and Norm Swettenham (?) flew Blanik PZE to Pendleton & return in 2 hrs. 40. Harold Kirschner (16) and Ron Halliday landed the Blanik at Pendleton and were air-towed back.

Gerry Nye (Sk1k 2) & Bob Gairns (Libelle) set off for Brockville. Gerry landed at Brockville, Bob flew back to Hawkesbury (300 Km) but had forgotten to turn on his barograph. Peter Myers (Blanik) went to Joliette (63 mls); Eric Newsome (1-26) made a 65 mile flight and Mike Gordon-Smith (1-26) a 38-mile flight for Silver C distance. Wilf Jonah and Helen Davey (16 years) landed the Blanik at MacCrimmon, 15 miles from Hawkesbury after 1 hour.

The important thing about the weekend was that several new people were introduced to this aspect of our sport and it is hoped to follow up this Meet with similar weekends later in the season.

The MSC is now operating every day of the week (weather permitting) for a trial period. If sufficient

interest is generated this season, it is hoped to continue on a full time basis for 1972.

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RED RIVER SOARING ASSOCIATION:

(Taken from RRSA Newsletter).

June has been a very disappointing month from the weather standpt. Although this year the month of May was one of the sunniest on record, we have not had a good weekend since the first weekend in May. This has been especially frustrating because our hopes were raised so high by the early start to the season this year. The poor flying weather has not precluded ground activity, however, and a number of improvements have been made to our infamous hangar doors. The north doors now slide and an extension has been constructed to the south door runway to make it easier to get the 1-26 in and out. This work was ably supervised by Henry Curtis.

Our flying has been further hampered by the discovery that the tow plane needs a new crankshaft due to a crack in the flange to which the propeller is bolted. It is presumed that the damage was done in last year's taxiing accident. The estimated cost of repairs is over \$2000. Until the Club has the money to pay for this, we shall be operating with the winch only.

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SOSA GLIDING CLUB:

Letter from Lawrence Miller.

July turned out to be a very good month for SOSA. Although weekend weather was occasionally disappointing, mid-week flying has been steady throughout the season. At least one tow-pilot and one instructor have been on the field virtually every day, encouraging daily totals of up to 20 flights and more.

The Mini-contest (July 24- Aug

2nd) also gave impetus to flying activity. (A report on this by John Kelley, Contest Director, will be in the next issue). Holding the contest seems to have fulfilled the main objectives: it served as practice for SOSA people who will compete in, and help to run, the 1972 Nationals, it increased members' interest in high-performance flying and in cross-country flight in general, and it provided a focus of interest just as high summer began (the end of July) when a Club's collective enthusiasm can fragment and flag as soaring conditions decline somewhat and individual members hear the call of the family, the beach, and the barbeque.

The mini-contest resulted in a minor triumph for Contest Director Kelley. After trying mightily, but failing during the 1968 Nationals here, John succeeded this time in making a turnpoint of a hamlet that rejoices in the name of Punky-doodle's Corners. Anyone contemplating entry in the 1972 Nationals would do well to look up such other Southern Ontario centres as Puttown, Fairground and Dogs' Nest. John, or someone equally intrigued by such names, may be setting the turnpoints again.

Apart from the club contest, members have been completing silver badge legs in satisfying numbers (especially satisfying since completion of a badge leg, like first solo, requires the pilot to stand the members a round of evening refreshment). One machine in particular, CF-ROP, has been especially busy. ROP, a Ka-8, came back to SOSA last Fall after four years at Pendleton (SOSA members - Peter Trounce and Hal Werneburg originally imported it from the factory in 1966). Since May, ROP has accumulated over 95 hours, and all four owners have done Silver badge legs: Frank Vaughan did all three legs

Les Dobson got his distance and altitude, John Brennan added his distance, and Dave Ferguson finished his badge with a cross-country to Welland (and he came down reluctantly, eyeing the horizon where Gold distance was not quite worth trying for on that day).

The honour of making the best flight from Rockton so far this year, though, goes to a visitor, Henry Preiss, from the Windsor area, who did a diamond out-and-return (alone) in his two-place HP-14T. It was on a day of largely blue thermals but scanty cumulus did not seem to bother Mr. Preiss, who zapped the 300 Km. in just over 5 hours. He was bothered the next day, though, when Bela Vados dolefully showed him the blank end of the roll of turnpoint negatives and began making sympathetic noises. Fortunately, Bela soon took pity and showed the pilot the other end of the strip, where the turn-point photos were.

So far no SOSA member has mined Gold or Diamonds this year, but attempts are going on regularly and we may have success yet.

KAMLOOPS CLUB:

Taken from 'Vancouver Soaring Scene'

A letter from Don Lurkins says that they have been having some trying times in Kamloops. Their TG3 was put together, inspected and towed up. On the first landing the pilot came in too low and landed beside the tow-plane, clipping the rudder with the wing tip of the glider. The glider wasn't hurt but the towplane had to have a complete new rudder and fin. This kept them on the ground for a month and when they finally got the 172 repaired, the bad weather set in.

July 1st was spent assembling

their Cinema. It has only to be inspected and a few small things done and it will be completely rebuilt. Their second Cinema is almost finished and it should be flying in a month.

Anybody wishing to fly at the Nicola Lake strip would be welcome. Don says that the grass is coming up thick and fast on the strip and the dust is no longer a problem.

VANCOUVER SOARING ASSOCIATION:

Taken from 'Vancouver Soaring Scene'

Although the weather this year wasn't all that we could have hoped for, several good flights were made by VSA members at the Wenatchee, Wn. Annual Soaring Comp., held from 3rd to the 11th July, as follows:

Bernie Brayshaw - Reardon via Davenport - 112 miles. Coulee City - 45 miles - Att. Davenport & return.
Helmut Gebenus - 42 miles - Davenport and return attempt.

Lawrence House (Ka8) - Coulee City, 48 miles - Silver C dist. & dur.

Randy Jang (Ka6) - Coulee City - Silver C. dist. & alt. to complete Silver C. Reardon - 102 miles.

Paul Kalmar (Ka8) - Roskford - 173 miles - Att. Plummer & ret. 500 Km.

Peter Lamla (Ka6) - Canal - 100 miles (500 km. att.) Wallula - 250 miles (500 km. attempt). Obtained Diamond Alt. Absolute height 22,000

- gain of 18,600 ft.

Chris Scalet (Ka7) - Moses Coulee - 175 miles - att. Davenport & ret.

Peter Timm (Phoebus) - Othello - 213 miles - 500 km. attempt.

Lothar Schaub (Ka6) - Davenport & ret. - 180 miles. Diamond Goal.

Keith Godfrey - Coulee City - Silver C alt. and distance.

Cor Onderwater - 27 miles - Att.- Coulee City.

Arno Gerlach - 5 hours - Silver 'C' duration.

Twenty-seven members were in Wenatchee for the soaring camp.

F O R S A L E

- Ka6-CR - With modified Wortmann airfoil, cal. A.S.I., 35K altimeter, comp. 10 kn. P.Z.L. Vario, comp. 2 Kn. Winter Vario, speed ring, B6 G-meter, Airpath Compass, Al4 O₂ Reg. with press. gauge and blinker, Sierra 659 Posi-Fit Mask, 22 cu.ft. bottle, glide calculator, 2 camera compet. mount, new Radair 10S, mic, gell-cell battery, charger. 10S Ground Station and gell-cell battery, 5/8 wave mobile whip, Ka6 type parachute, 2 canopies, fuselage and wing stands (2 man-assembly). Custom wing covers, excellent enclosed trailer (new tires and new paint), Contest No., C of A till May '72. Price: \$4,800 Canadian. Contact: Peter Lamla, 5904 Chester Street, Vancouver 15, B.C. Phone: (604) 325-2570.
-
- HP-14 - Wings filled, 100 lbs. water ballast, enclosed metal trailer, basic instruments and Crossfell vario. Price: \$6,500. Contact: David Marsden, 3920 Aspen Dr. West, Edmonton 73, Alberta. Tel: 403-434-8859.
-
- BG-12B - (CF-PSQ) Excellent workmanship, just repainted, tangerine and white. Available for inspection at Pioneer Soaring, Tottenham, Ont. Ship is rarely flown as it does not fit into our operation. Would consider trade for ship with more gentlemanly characteristics which are not such a large step beyond the 1-26's forgiving traits. Price: \$2,500 or reasonable offer. Contact: Pioneer Soaring Ltd., RR2, Tottenham, Ont. Tel: 416-936-4367.
-
- L-SPATZ-55 (CF-AKQ) Excellent performance for modest cost. Complete with instruments, parachute and trailer with covers. Price: \$3,600.00 firm. Contact: London Soaring Society, Box 773, Station B, London, Ontario
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- CIRRUS - Enclosed trailer, with or without instruments, radio. Reason for selling: Standard Cirrus on order. Contact: George Blunden, 6127 Centre Street S., CALGARY, Alberta. Telephone: 403-252-2271.
-
- HP-11A - (CF-UKB). Shiny aluminum (no paint), retractable wheel, basic instruments, parachute. No trailer. Firm price: \$4,500. Contact: Jim Carpenter, 37 Coulson Ave., Toronto 7, Ont. 416-483-0969.
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- SB-7 (M) - 16.5 metre, all fibreglass; L/D 42:1 at 67 m.p.h. Complete with enclosed trailer, instruments and parachute. Immaculate condition: \$7,000 o.b.o. Contact: Joe Mandla, 3320 Beauclerk, Montreal, P.Q. 514-256-2125
-
- SHK-1 - In top condition. Instruments and custom trailer. Price: \$6,200 Contact: Henri Chabot, 565 Poirier St., Ste-Dorothee, P.Q., or Kurt Kovacs, 285 Samson Place, No. 3, Chomedey, P.Q.
-
- BG-12A - (CF-RDJ). Very good workmanship and finish, includes PZL, Crossfell, full high-altitude oxygen system, artificial horizon, Winter barograph, parachute, and an excellent compact stressed-skin plywood trailer. Ship is hangared at the Gatineau Gliding Club (Pendleton A/P). Price: \$4,000 or reasonable offer. Contact: Larry Rowan, RR1, Kars, Ont. Phone: 613-489-3466, or Tony Burton, Apt. 3, 122 McIntyre St. E., North Bay, Ont. Phone: 705-474-9860
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- SCHWEIZER 1-23 Very good condition, new paint, complete instrument panel, parachute and trailer. Sell share or complete. Contact: Peter Gaettens, R.R.2, Markham, Ontario. Phone: 416-297-2465.
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- SCHWEIZER 1-26D (1967) One Place Glider - Cream with red trim, 96.7 hours since new. Price: \$3,750.00. Contact: Skyway Air Services Ltd. - See below.
- SCHWEIZER 2-32 (1966) Two Place Glider and Trailer. Fully equipped with instruments and oxygen. 190 hours since new. Price: \$8,995.00 Contact: Skyway Air Services Ltd., Langley Airport, B.C. Telephone: 534-8545.
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- BERGFALKE II (CF-RLN). Used for Western Instructors' School this spring. Current C of A. Cost \$3,500 one year ago, still worth this. Offers to Red Deer Soaring Assoc., Box 963, Red Deer, Alberta, or telephone 403-346-5276
-
- HP-11 - Retractable wheel, instruments and aluminum covered trailer. Wings filled; colour: white with blue trim. Any offers over \$5,000. will be considered. Contact: Charlie Bonds, 2101 Barsuda Drive, Mississauga, Ontario
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PUBLICATIONS

The following books are now in stock:

Meteorology for Glider Pilots
(By C. Wallington) \$6.50

The New Soaring Pilot
(By Ann & Lorn Welch and
Frank Irving) \$7.70

Order from: T.R. Beasley, P.O. Box 621, St. Laurent, Montreal 379, P.Q.
(Please add 15¢ for exchange).

FOR SALE (Cont.)

TOWPLANE - Cessna Ector 305A (the Civil version of the L-19 Military Bird Dog). With the Continental 6-cyl. 213 hp engine, there is more than ample power for the task at hand. Spec: 35 hr. SMOH on the engine; Gyros; New white & red paint; VHF; Licensed for 3 tandem seats; Glider tow hitch & release; S.T.O. - exceptional characteristics. Asking price: \$11,500 or \$4,500 down, plus 48 monthly payments of \$192.50 each. It may also be purchased on a lease basis. For demon. or further information contact: Don Douglas, Southwest Aviation Ltd., No. 3 Hangar, McCall Field, Calgary 67, Alberta. Tel: (403) 277-3257.

All advertising in 'Free Flight' of personal equipment (your own glider, instruments, parachute, oxygen equipment, radio, etc.) is FREE as a service to S.A.C. members. For non-SAC members and for commercial advertising (aviation supplies and aircraft sales by dealers) a charge of \$8.00 is made for a full page. (Ads of ½-page at \$4.00 and ¼-page at \$2.00 are acceptable). Cheques for the latter should accompany the ad and be made payable to S.A.C.

OPEN SEASON ON GLIDERS

Courtesy Seattle G.C. "TOWLINE"

" The following account of James Noyes's, (of Manitou Springs, Colo.,) recent experience, is taken from the Black Forest Gliderport newsletter:

"Having been extremely lucky on surviving my first mid-air collision (with an eagle) without any injury other than to my pocketbook, I would like to point out an important behavioural characteristic of birds of prey, so that others may avoid my mistake.

I was flying my 1-34 out of Black Forest Gliderport on one of the first good thermal days in early spring, about 2 miles east of the field at 12,000', when I saw an eagle flying about 500' below me. Wishing to get a close look at the bird, I started a dive, planning to pass underneath him at a high enough speed so that he wouldn't have time to change his course. However, just as I passed about 30' directly below him at about 85 mph, he folded his wings and dove directly into me, striking the right wing about 6 inches outboard of the fuselage. The impact of this bird, which must have weighed at least 10 lbs., was enough to buckle 3 feet of the leading edge all the way back to the main spar and pop rivets for another 4 feet. The plane was still controllable, but its glide ratio was reduced from 34/1 to about 5/1 and I was barely able to make the field.

The obvious point of this story is NEVER, under any circumstances, attempt to pass directly underneath any bird, especially birds of prey, because they are almost certain to dive. Just because the bird has been flying all its life is not enough reason to expect it to do the right thing in a 'near miss' situation."

WAVE ENCAMPMENT

Montreal Soaring Council cordially invites everyone to its annual wave encampment at Lake Placid Airport, New York State. The encampment will commence on the Canadian Thanksgiving weekend (October 9th) and tows will be available, as well as check-out flights, advanced soaring instruction and passenger rides in Blanik and 2-32 gliders.

Excellent motel accommodation is available nearby and there is a snack bar at the airport.

For further details please contact: Gunter Geyer (514) 259-1437
3280 Duquesne St., Montreal 426
or George Adams (514) 622-1387 .
292 Westgate Dr., Rosemere, P.Q
