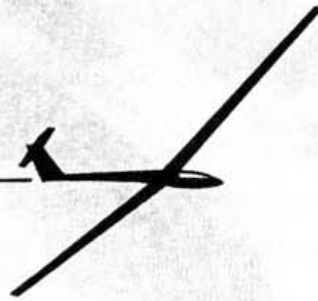


Apr-May



Free Flight

official publication of
THE SOARING ASSOCIATION OF CANADA

SOARING ASSOCIATION OF CANADA

ORGANIZATION - 1971

DIRECTORS & OFFICERS

NAMES AND ADDRESSES

TELEPHONE NOS.

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Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

Issue 3/72

April-May, 1972

S.A.C. ANNUAL GENERAL MEETING

Bob Gairns

The twenty-seventh annual meeting of the Soaring Association of Canada took place on 25th March at a new venue, in Peterborough, home of the vigorous and expanding Central Ontario Soaring Association.

S.A.C. President Dave Marsden introduced Mayor Galvin of Peterborough, who welcomed the delegates and expounded on the amenities of the town and the holiday facilities in the area.

1971 Directors present were Peter Trounce (SOSA), Walter Piercy (R.S.C.), Terry Beasley (M.S.C.), and Terry Tucker (G.G.C.), S.A.C. secretary. Also present were 1972 directors Don Skinner (Cu-Nim) Pacific Zone, and Jeff Tinkler (W.G.C.) Prairie Zone. Others coming from a distance were Don Wood and Tony Burton (North Bay), Pat Fitzgerald (Algoma S.C.), and Bill Irwin (Lahr G.C.). Our friends Paul and Ginny Schweizer and Tony Doherty of Schweizer Aircraft Corp. were also present.

After accepting the minutes of the 1971 meeting, there was discussion on matters arising from the minutes and on committee reports.

The voting rights of clubs were approved. It was pointed out that a club which does not send a representative will lose its voting rights unless a proxy is appointed. Clubs not represented included Air Cadet League (Quebec), Appalachian, Buckingham, Bonnechere, Caledon, Lakehead, Quebec, Windsor, Melville, Kamloops, Van Isle and Yukon.

Treasurer's Report: J. Agnew (M.S.C.) wondered why the \$16,000 credit balance was kept in the general fund, asked if the fees should be reduced.

P. Trounce pointed out the amount would be \$20,000 next year, so that a statement of policy was needed. D. Marsden said the policy was to work towards the appointment of a paid Executive Director and the money was being built up towards a salary for this person.

Membership: There was no comment on this report.

Statistics: The number of flights and flying hours were as good or slightly better than in 1970. A few clubs still had not sent in returns.

F.A.I. Committee: P. Trounce noted that the first Women's world soaring contest will be held in Poland in 1973. Applications have to be in by October 1972. Pirat sailplanes will be provided for all contestants.

Trophy Committee: P. Trounce reported that the work in 1971 had been to list and codify S.A.C. awards.

Technical Committee: No comments.

Group Insurance Policy: T. Beasley had received only seven returns from 28 clubs. Lloyds premiums were high; Orion could give savings, but their policy was inflexible. As an example, towpilots would be required to have 250 hours pilot time or a commercial license in order to obtain a lower rate. He mentioned M.S.C. were considering dropping some hull insurance (on trainers) to reduce expenses.

T. Beasley had been in touch with a British insurance firm which had a special glider policy. He would like someone else to take on the insurance survey in 1972.

Fitness and Amateur Sport: J. Cotte (Champlain S.C.) suggested it was desirable to try to obtain a government grant for glider flying training. J. Agnew said M.S.C. had an active youth group, including Air Scouts who fly cheaply. A representative from the York S.C. said their students paid half the membership fee, but were expected to help with maintenance.

Meteorology: Dr. S. Froeschl said there was no gliding without a solid knowledge of meteorology. He stressed the fact that his head office in Toronto and Met. offices in other centres were very willing to help glider pilots. Each club should get a Met. man to join. Dr. Froeschl has plans to bring more meteorologists on to the gliding Met. committee. Canada had taken the lead in 1971 in setting up an international conference of Meteorologists to work out a guide to gliding forecasting.

Airspace Committee: J. Tinkler read the report by Committee Chairman Dave Tustin of Winnipeg. D. Tustin had discussed high altitude wave flying with M.O.T., who recommended two-way radios be carried on such flights. It was noted that the level of positive control is to be reduced to 18,000 ft. within a few weeks. D. Tustin intends to find out British practice with regard to cloud flying, and will ask M.O.T. to look into cloud flying in Canada.

J. Firth asked for comment on whether glider pilots should be encouraged to speak to controllers to go through a control area. (He had done this with Ottawa Control). J. Tinkler thought this should be encouraged - stating that a special glider aerobatic area near Winnipeg had been approved by M.O.T. (activated by a phone call).

V. Budachs (Erin) suggested phoning a control centre to ask to enter their airspace at a certain time, but thought it might be necessary to carry a radar reflector. W. Irwin (Lahr) said his club gliders in Germany had six aluminium strips inside the fuselage to provide radar reflection.

Accidents: There were no comments.

Historian: Chem le Cheminant (G.G.C.) had started collecting data ten years ago, and now had a good start on the format with a preliminary copy made up. C.O.S.A. groundschool students had asked for S.A.C. history, so such a document could prove useful.

Radio: J. Firth said that the S.A.C. radio circuit made on the initiative of John Johns had not been successful for amateur construction. It was still possible however to make a homebuilt radio to work on the 123.3 MHz glider channel and submit it to M.O.T. for approval.

Communications: F. Cole (Rideau) said he could set up a radio link-up for S.A.C. directors across the country. He could also arrange to get homebuilt glider constructors together for discussions by radio. He promised to make up a list of radio amateurs who were also glider pilots.

Air Cadet Liaison: H. Bruhlman (Chatham) said there had been 14,000 flights by Air Cadets in gliders in 1971; this did not include cadet flights at Lahr, West Germany.

Air Cadet gliding had begun in 1965 at Penhold, Alberta, and had spread to summer camps at Bagotville, Trenton and Greenwood, N.S. Now there were gliding centres at Chatham, North Bay, Trenton and Sherbrooke, where there was flying at weekends. There is also a mobile group in Saskatchewan.

S.A.C. could provide the most help at squadron level. Some squadrons need help in the form of instruction, others have no equipment, but would be glad to have local S.A.C. clubs train cadets.

The flying policy was switching from familiarization to training. S.A.C. could help with instructor training. It was suggested that clubs contact cadet squadrons in their areas.

Don Skinner asked if there was a national policy on air cadet instructor training. H. Bruhlman said the training manual he had seen was very similar to the S.A.C. manual, though there had not been a true glider instructor course. No policy was actually laid down.

Free Flight: W. Piercy said Sylvia Webb was prepared to continue as editor although she was moving to Fort Erie, Ont. (Note address change to: 343 Dufferin Street, Fort Erie, Ont.)

Self Launching Sailplanes: D. Marsden said the introduction of this type of sailplane would change the character of the sport. T. Beasley had started this committee in 1970, after working on the licensing of the ASK-14. He felt there should be a new licence category for the S.L.S., but M.O.T. so far have insisted that these are powered aircraft, though of a special kind. In West Germany where there are 500, a new aircraft category has been established for powered sailplanes, with a special pilot license.

The S.L.S. committee feels the basic requirements for a license are 10 hours pilot in command in gliders with 5 hours

in S.L. gliders with a number of air starts. When a two-seater of this type is available, training must be under the supervision of a glider instructor who also has a power licence.

E. Balint (C.O.S.A.) said he was importing an RF5 two-seat V.W. powered aircraft in 1972.

T. Beasley said M.O.T. had been very helpful at discussion levels. The RF5 (and RF4 single seater) did not fall within F.A.I. criteria for self launching sailplanes - they were really powered aircraft with some gliding ability, and may confuse the picture with M.O.T.

V. Budachs said that, for a low altitude engine restart, the pilot would be better equipped if he had a power license and power management experience.

T. Beasley said the M.O.T. criterion for a self launching sailplane was to have a power-off glide angle of 20:1 or better. He was not aware of a P.P.L. course which covered engine restarting in flight, therefore the need for this requirement for the S.L.S. and the need for a special S.L.S. instructor to demonstrate air restarts was eliminated.

J. Firth agreed with T. Beasley. It was his experience that it was easier to make the transition to power from gliding than the other way round.

P. Trounce said one reason for S.L.S. in Europe was the high cost of towplanes.

Paul Schweizer was asked to comment on S.L.S. regulations in the U.S.A. He said that a number of these machines had been imported and were operating on an experimental licence. The Soaring Society of America was having a meeting in Washington in April to discuss the matter. Ernie Schweizer, Chief designer of Schweizer Aircraft, was on the S.S.A. committee for S.L.S.

The F.A.A. had power loading as a discussion criteria - and wanted to keep fuel to a minimum (though for a long retrieve a certain amount of fuel would be required).

It was agreed to send out a letter to S.A.C. clubs to determine their views on S.L.S., requiring an answer within 60 days. In the meantime, discussions with M.O.T. could continue.

Pilot Licencing: After conducting a survey of clubs Chem le Cheminant put forward his proposal that:

- (a) there is a consensus for acceptance of the current medical exam. requirement;
- (b) there is no indication of a desire to increase the standard or frequency of medicals for passenger carrying and instructing.
- (c) it is recommended that we agree to the M.O.T. proposal to accept the I.C.A.O. standards of 6 hours of glider flight time, 2 hours of which must be solo, and a minimum of 20 take-offs and landings for the glider pilot licence.

There was only comment on (c). The M.S.C. Instructors' Panel felt that the figure should be 10 hours of flight time in view of the increasing standards necessary in order to fly high performance sailplanes.

After much discussion pro and con, the proposal to accept ICAO standards was carried. It should be noted that present glider pilot licence requirements are for 3 hours flight time, 2 hours of which must be solo, with 20 take-offs and landings.

International Team: T. Beasley (team captain), said W. Mix and D. Webb had received equal votes as first pilots to represent Canada. Both had decided to fly in the standard class and each had secured a Standard Cirrus sailplane. J. Firth and C. Yeates had received equal votes for second pilot, but C. Yeates had not been able to obtain a suitable aircraft and R. Mamini (Cu-Nim) rated No. 5, was buying an A.S.W. 12 to fly in the open class. J. Firth was hoping to obtain the use of a Kestrel 19 and would also fly in the open class.

Three S.A.C. members from Lahr had volunteered to act as drivers and supply retrieve cars. It was hoped to have service transport from Canada to Lahr for pilots and crews.

D. Skinner noted that Kerry Bissell (Yukon) had offered his services as crew, being prepared to pay all expenses, but had not heard from the team organizer. T. Beasley promised to write to him.

International Team Raffle: W. Piercy said it was hoped to raise \$3,000 to \$4,000 by means of this scheme.

1973 Canadian Nationals: Jeff Tinkler (W.G.C.) put forward a Winnipeg Gliding Club proposal to act as host for this event, to take place from June 4 to 15, 1973. P. Trounce pointed out that the contest usually ran from a Tuesday to a Thursday. J. Tinkler said he would look into changing the dates to suit.

On a question from V. Budachs, the towplanes were listed as one Stinson 108, one Stinson L-5, one Piper Tripacer, one Cessna 175, and two Cessna 180's. V. Budachs commented that the 108 and Tripacer were poor towplanes, the L-5 was unreliable, and the 180 was only suitable for high speed sailplanes.

It was noted that the runway was narrow and was orientated N. and S. Winds were normally N.W. or S.W., so every take-off would have a crosswind. There would be no running water on the field, there is no clubhouse, and no hangar. It was proposed to have 15 ft. house trailers for rent at \$15 per day.

One speaker commended the W.G.C. on their early date for the contest as this was more likely to produce good soaring weather.

The proposal was accepted.

Standard Class Champion: J. Firth proposed that there be a separate standard class champion in future, starting with the 1972 Nationals. Initially he wanted the 1974 standard class glider requirements to apply, but after discussion it was agreed that current F.A.I. standard class glider requirements would be more appropriate. The proposal was carried with this amendment.

Regional Contests: D. Marsden made a proposal for Regional contests, the winners of which would be on the international team seeding list. In the discussion, it was felt that, though regional contests would stimulate competition amongst local pilots, the only realistic method of evaluating international team pilots was for them to fly in the same national contest.

International Team selection: Only the first clause of D. Marsden's second proposal, i.e. "To be eligible, a pilot must have flown in the Nationals immediately preceding the international contest", was accepted. The 1972 S.A.C. directors were asked to study the other clauses.

New B.C. Director: D. Marsden said although Alberta was close to B.C., the distance was large enough to make communication difficult, so B.C. wanted a separate S.A.C. director. They proposed Keith Godfrey of Vancouver S.A. This was accepted by the meeting.

1972 S.A.C. Directors: The mail votes for zone directors having been recorded, there now remained two vacancies, for directors at large. Dave Tustin (Winnipeg) and Doug Winger (SOSA) were elected by weighted vote of club representatives. At a meeting next day, Dave Marsden was re-elected S.A.C. President. The 1972 directors are therefore:

D.J. Marsden	(E.S.C.)	President (and retiring president)
W.J. Piercy	(R.G.C.)	Vice President (Ontario zone, by mail vote).
D. Skinner	(Cu-Nim)	Mountain Zone, by mail vote.
K. Godfrey	(V.S.A.)	Pacific Zone.
J. Tinkler	(W.G.C.)	Prairie Zone, by mail vote.
T.A. Reisner	(Q.S.C.)	Quebec & Maritimes Zone, by mail vote.
D. Tustin	(W.G.C.)	Director at large.
D. Winger	(SOSA)	Director at large.

(For addresses of above directors, see 1972 Organization Chart elsewhere in this issue. Ed.)

Other business: P. Trounce mentioned the possibility of a requirement for a crash position indicator in all aircraft in the near future. J. Firth said he had talked to an M.O.T. representative in Ottawa who advised that the ruling was only in draft form and who agreed that it was unlikely gliders would be required to carry such a device as gliding was normally only a summer operation.

J. Cotte (Champlain) proposed that a committee be formed to translate S.A.C. bye-laws and publications into French in order to attract more French speaking members into S.A.C. J. Agnew agreed to serve on such a committee if it was formed.

Other business (cont.)

Ontario Soaring Society: This group, to co-ordinate soaring club activities in the Province, has just been set up. Walter Piercy has been elected as its first president.

Evening Session:

An enjoyable dinner and social evening took place. An interesting after dinner talk was given by Chem le Cheminant on Man Powered Gliders and the film 'Where no birds Fly' on the British man-powered glider "Puffin" was shown.

Trophies presented were:

BAIC Trophy for year's best flight:- André Dumestre (Cu-Nim)
for flight of 615 Km.

SHELL Trophy for National Champion:- Dave Webb (M.S.C.)

CANADAIR Trophy for 5 best flights:- Bruce Hea (Cu-Nim)

DOW Trophies (At National Contest):-

Best speed to goal:	- J. Firth
Best speed on triangle:	- D. Webb
Best distance:	- D. Webb

SOSA Novice - for best performance
of a first time competitor at
the National Contest: - A. Grenville (York S.A.)

HAWKESBURY CHAMBER OF COMMERCE
Trophy for National Contest
Runner Up: - J. Firth

"200" Trophy for 5 best flights
by a pilot with less than
200 hrs experience: - D. Pandur (E.S.C.)

BALL & CHAIN for significant
performance by a married
pilot: - J. Firth.

CARLING/O'KEEFE trophy for best
team entry at the Nationals: - H. Chabot/K. Kovacs (M.S.C.)

Trophies cont'd

INSTRUCTORS' TROPHY: For most
contribution by an instructor: - B. Smith (Chatham)

RODEN TROPHY* For best utilization
of club equipment: - Lahr G.C.

*The scoring for this trophy shows
the first 8 clubs rating as
follows:

Lahr	518.47
M.S.C.	422.68
SOSA G.C.	365.63
Chatham Pioneer	311.60
Winnipeg G.C.	235.60
Vancouver S.A.	225.73
York S.A.	210.20
C.O.S.A.	197.00

Once again we have to thank Bob Gairns for doing such an excellent job in reporting on the AGM for us, and also for editing the balance of the Committee Chairmen's reports (which are included in this issue as Appendix 1).

Also included with this issue (as Appendix 2) are the Minutes of the AGM taken by Mrs. Terry Tucker. These Minutes have been approved by D. Marsden, S.A.C. President, and will therefore become the Official Meeting Minutes to be read at next year's AGM. It is hoped to publish them in FF in their final form with the Agenda for the next Annual General Meeting.

Appendix 3 to this issue is a report on the SAC Directors' meeting held the day following the Annual General Meeting. ED.

S. A. C. N E W S

.. From Walter J. Piercy

Ontario Soaring Society:

On Sunday, March 26/72, the day after the A.G.M., the Inaugural Meeting of the Ontario Soaring Society was called by the initial founding directors - Pat FitzGerald, Glen Lockhard and Walter Piercy. This Society is composed of Ontario Member-Clubs of the Soaring Association of Canada, and therefore the new Club List shows the Lakehead Gliding Club to be shifted from the Prairie Zone to the Ontario Zone. The newly-elected Officers for 1972 are: Walter Piercy, President; Hank Bruhlman, Vice-President, and Gordon MacDonald, Secretary-Treasurer. As per By-Law No. 1, each of the Presidents (or his alternate) of the Ontario Clubs automatically becomes a Director of the Society. Also, the elected Ontario Zone Director of S.A.C. automatically becomes a Director of the Society. Each Ontario Club will be getting a copy of the Minutes of the first meeting, in the near future.

Glider Pilot Licences:

The Association recently received a letter from Flight Standards and Regulations Division of the Ministry of Transport. The Ministry is asking for the help of S.A.C. in advising them on the knowledge requirements for a Glider Pilot Licence. The Chairman of S.A.C. Instructors' Committee, along with a couple of Ottawa-area senior instructors, will be meeting with Mr. J. Harker of the Training and Examination Section, in Ottawa, to discuss the contents of the document normally issued to Student Pilots prior to sitting the examination, i.e. "Study and Reference Guide for Glider Pilot Licence". All Club C.F.I's have been asked to contribute to this, so that a consensus of the Association may be presented to the Ministry.

Ref. Issue 1/72, p.2, re: Possible tax rebate for students paying out tuition fees to become G.Ps:

A letter has been received from W.P. Paris, Secretary-General of RCFCA giving the information regarding the approved form which is suitable for submission to the Department of National Revenue, Taxation Division. A copy of the form is included in this issue. (The form in this issue may be xeroxed for use by an individual, or a copy may be obtained by writing to SAC, Box 1173).

Tax rebate form omitted to save file
size in this issue

S.A.C. NEWS (Cont.)

Western Instructors' Course:

from Don Skinner

Unfortunately due to the lateness in getting Free Flight out, not enough notice was given for the Instructors' Course. Therefore, the course had to be postponed and will now be held at Penhold Airforce Base (Alberta) from September 9th to 15th inclusive.

Pilots wishing to take advantage of this excellent course should send a \$20.00 deposit before June 30th, 1972, to Don Skinner, 3831 - 7th Street S.W., CALGARY 6, Alberta. (A minimum of 10 candidates will be required to hold the course).

1972 World Contest:

from T.R. Beasley

1. Please note that the appeal letter published in the Jan./Feb. 1972 issue was intended to be a separate insert for members to mail. It is hoped that you will mail out a letter; but before you do, please correct the sixth line of the second paragraph - delete NOW and substitute NEVER.
2. After the contest there may be an ASW-12 and a Kestrel 19 for sale. If any reader is interested do please write to the Association Box Number.
3. The Jan./Feb. 1972 "F.F." also included a note requesting applicants to serve as crews. Unfortunately this particular copy of F.F. was very late in printing and by the time it appeared, we were oversubscribed. Apologies.

**

1974 World Contest - Australia:

I am already receiving queries regarding this event, including crew volunteers! This is very gratifying and we are obviously going to have to work hard if we are to be strongly represented. Anyone interested in going should write to me; in your letter please indicate whether you are interested in going:

- (a) at your own expense entirely;
- (b) at your own expense provided 50% travel cost is paid;
- (c) only if SAC can pick up most of the tab.

T.R.B.

S.A.C. NEWS (Cont.)

TECHNICAL COMMITTEE:

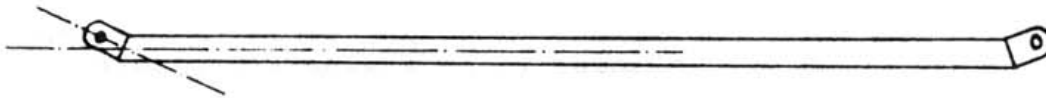
From T.R. Beasley

CAUTIONARY NOTICE

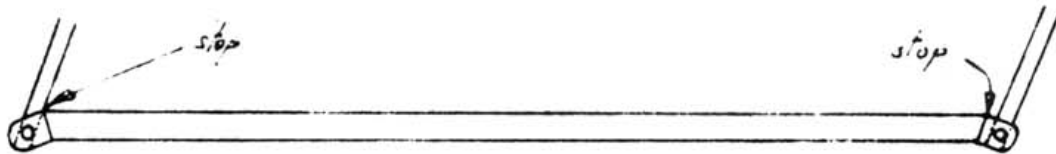
Glider: Scheibe - Bergfalke II-55

An incident involving disconnection between the two control columns was discovered prior to take-off and was traced to failure of a welded fork end to the underfloor tie rod connecting the two columns.

Apparently, this rod which has a fork welded to both ends can be installed incorrectly; i.e. with the offset fork ends pointing downward instead of up. In this manner undue stresses are placed on the forks at extremes of travel and can, as in the instance noted, cause complete failure. The exaggerated sketch makes the problem clear.



CORRECT



INCORRECT

It is recommended that all gliders of this type be inspected for correct installation of the rod and that a double-check be made anytime it is disconnected.

NOTE

The incident reported shows the importance of the 'dual check' inspections of all control circuits after dis-assembly. It also shows up the importance of checking control movements according to the Type Certificate.

"Murphy is around gliders too."

MURPHY'S LAW

"If an aircraft part can be installed improperly - someone will install it that way."

S.A.C. NEWS (Cont.)

Air Cadet Liaison:

The following is the text of a letter sent to "All Commanding Officers of Air Cadet Squadrons in Canada ..

"This issue of 'FREE FLIGHT' has been provided by the Soaring Association of Canada for your information. We ask that you keep it for future reference as it contains the names and addresses of all member clubs and S.A.C. committees who might be of assistance to you if you pursue gliding activities.

If you wish to continue to receive soaring information, the following is available:

For Squadrons in Ontario and Quebec:

Because the Ontario Provincial Committee and Quebec Provincial Committee hold corporate membership in the S.A.C. any adult member of squadron staff may join the S.A.C. for \$15.00 and cadets as Junior members for \$9.00. This fee includes membership in S.A.C. as well as a years subscription to "Soaring" the Soaring Society of America publication (12 copies) and "Free Flight" (6 copies).

In Other Provinces:

Adults may join on an Individual Membership (not affiliated with a member club) with the same benefits as above for \$15.00.

Any inquiries as to membership should be directed to:

Mrs. Terry Tucker,
786 Chapman Boulevard,
OTTAWA, Ontario
K1G 1T9

If there is any assistance I might provide to squadrons on gliding, please feel free to contact me.

H. Bruhlman
Chairman,
SAC Air Cadet Liaison Committee
561 Lacroix Street,
CHATHAM, Ontario.



ALBERTA SOARING COUNCIL

10837 - 127 Street,
Edmonton 40, Alberta

Dear Soaring Friend:

IT'S ON !!!

"THE FIRST WESTERN CANADIAN SOARING CHAMPIONSHIP"
JULY 9th to 15th
CLARESHOLM, ALBERTA

Our Council, is sponsoring the contest, with modest financial assistance from the Provincial Government and contest management by the Edmonton Soaring Club.

THE LOCATION - Claresholm Municipal Airport is IDEAL. Located 65 miles south of Calgary on Highway #2. Claresholm is a growing community of 3500. The airport has a triangular set of runways--doubled each way, and paved. The facilities are excellent, including one of Alberta's finest restaurants right on the airport. The air traffic is nil. Claresholm hosted the Southern Alberta Games last year, and ably handled accommodation for hundreds of competing athletes, in the excellent hotel, motel and camping facilities available.

THE CONTEST - will run seven days, and operate on rules very similar to those of NATIONAL contests. There will be TWO classes: 1. an OPEN class for all the serious competitors in high performance ships, and 2. A SPORTS CLASS for lower performance aircraft such as club trainers. Each day a separate task will be set for each group - so get together you club members, and fly your 2-22's and TG-3A's in the sports class.

THE TERRAIN - is abruptly mountainous to the west, and miles and miles of flat grain lands to the east. The rather dry climate affords good soaring conditions. Wave conditions are encountered here as well as thermals.

A FAMILY HOLIDAY - Bring your families. At Claresholm you're only a short drive away from 1. The Calgary Stampede 2. Banff and Waterton Parks. 3. The Famous Crowsnest Pass and Frank Slide and numerous provincial parks as well as the Alberta foothills ranchland, immediately west of town.

PLAN NOW AND WRITE: to CONTEST DIRECTOR, Garnet Thomas, at 10837-127 St. Edmonton 40, Alberta if you intend to participate in either class.

We urge you to come - help us ensure that this event will become an annual contest providing additional competition for western pilots.

Sincerely,

Garnet Thomas Pres. A.S.C.

CU NIM GLIDING CLUB
BOX 204 CALGARY

RED DEER SOARING ASSOC.
BOX 963 RED DEER

EDMONTON SOARING CLUB
BOX 293 EDMONTON

CHINOOK GLIDING CLUB
BOX 369 CARDSTON

AN ALLIANCE OF ALBERTA CLUBS SUPPORTING THE SOARING ASSOCIATION OF CANADA

XXIV CANADIAN NATIONAL CHAMPIONSHIPS

JULY 25 - AUG. 3 (INCL.)

The 1972 Nationals are being hosted by the SOSA Gliding Club at their field adjacent to Highway 8 between Sheffield and Rockton, southeast of Galt. (See map on page 26 of this issue).

This year will see the first competition for the Standard Class Champion and the new trophy, for which we thank John and Christine Firth. We would like to see a good turn out of Standard Class ships to make this a worth while competition.

There is a selection of Motels and Hotels in the vicinity and there is space available at the field for campers and tents. Applicants will receive an information kit with further details. An application form is on the other side of this page. If you wish to compete, please return the application form soon, so that you will be able to select your accommodation early.

For those interested people who cannot attend the contest but would like to have the day by day results, the service will be provided, if you send in ten self addressed and stamped envelopes along with one dollar.

Al Sunley,
Contest Manager.

(Al Sunley, 4305 Wilcox Road, MISSISSAUGA, Ontario;
telephone: 416-279-1258)

Nationals entry form deleted to save file size of this issue.

S.A.C. NEWS (Cont) - The F.A.I. Committee received the following letter:

"To the National Aero Clubs - Members of the F.A.I.

Preliminary information on
the 1st INTERNATIONAL WOMEN GLIDING CONTEST

The Aero Club of the Polish People's Republic intends to organize at LESZNO in July 1973 the 1st INTERNATIONAL GLIDING CONTEST for WOMEN under the following conditions:

Duration: About 13-day competition preceded by one week practice.

Competitors: Each National Aero Club would have the right to enter not more than 2 competing pilots/women/and 1 assistant per each pilot, i.e. 4 persons in total/no other persons can be offered accommodation in the site. A minimum flying experience required from the competing pilots: Silver Badge and not less than 150 hours flown as pilot-in-command.

Gliders: All competing women would fly the Polish sailplanes PIRAT provided by the organizers on a rental basis. The charge for rent is expected to amount to 300\$ U.S. per glider for the whole period of practice and competition/ 20 days.

Programme: The contest and tasks would be run according to the rules similar to those valid for an average World Gliding Championships.

Retrieving: All retrieves will be made by the Organizers, normally by aero tow or by road in the specific cases when aero retrieve is impossible.

Entry fee: 10 \$ U.S. per person/pilot or assistant/ and day, covering accommodation and food, aero tow launching and retrieving.

The final decision on whether the contest will be organized or not depends on the number of preliminary entries received until October next. We would be obliged then for any information - by the 1st October 1972 - on your intended participation in the event.

After the circulation of the rules and entry forms/ by the end of this year/ final entries would be accepted until March 1973. "

INTERESTED APPLICANTS SHOULD WRITE TO
CHAIRMAN, S.A.C. F.A.I. COMMITTEE, AT THE
OFFICIAL S.A.C. ADDRESS.

AUSTRALIAN VISIT

By Victor Shobridge

A recent vacation in Australia enabled me to visit Benella, a town 100 miles north east of Melbourne, main site of the Gliding Club of Victoria. The field is an ex-airforce training base where 250 club members may fly seven days a week with a full-time instructor and maintenance man. This club is over forty years old and during these years it has acquired an impressive list of facilities and equipment. Besides the hangar, dormitory, clubhouse and work shop buildings, they have thirteen club-owned gliders, two towplanes, two tractors and a winch.

Their principal trainer is the Kookaburra, a staggered side by side wooden glider manufactured in Australia by the Edmund Schneider Co. This compact two-seater has a fifteen meter cantilever wing featuring excellent dive brakes and docile flying characteristics. The ship can be spun and the good dive brakes make high approaches and fast letdowns the rule. There was also a Blanik which had been slightly damaged and was awaiting repair parts from Czechoslovakia. I saw several other Australian built gliders there, the Boomerang - fifteen meter with performance probably between a Ka-6 and SH1 and the Schneider Arrow - thirteen meter with performance probably similar to the Slingsby Swallow. There was a thirteen meter version of the Kookaburra which probably flew like our 2-22, although I didn't get a chance to try it. All the high performance gliders appeared to be away at their rehearsal contest for the Internationals. It was being held at Waikerie, a town four hundred miles away on the Murray River, east of Adelaide.

All tows are now done by aero-tow at Benella with two Pawnee tow-planes and a privately owned Chipmunk. They use an 80 to 100 ft. tow rope and low tow position. Aero tow costs 15¢ a minute by the club or 90¢ per 1,000' by the Chipmunk, which does slow rolls descending! The club also has a Motor Falke which rents at \$9.00 for power on and 5¢ a minute power off (add 22% to bring to Canadian dollars). Two years ago the Department of Civil Aviation in Australia requested that winch launching be discontinued at Benella because the cables could be a hazard to other aircraft.

The field operations are well organized and mechanized with an Operations trailer at the launch site for refreshments and an awning to shade the chairs from the hot sun. They have two small diesel tractors for retrieving and to move the trailer during runway changes. There were four instructors present while three trainers were flying. Gliders would land and stop close to the beginning of the active runway. The tractors would pull them forward and to the right, opposite the operations trailer - here they would reload and hook up ready for take-off. The short tow ropes do seem much easier to handle on the ground.

Cont'd.

AUSTRALIAN VISIT (cont.)

The Operations trailer has a file containing cards with all the particulars of the student's or pilot's flying status. This card must be presented to the instructor before they can fly. A licenced pilot's last check flight is recorded on the file card and he must be re-checked every three months. The student must have the flight sequences checked off by his instructor.

My dual check on the Kookaburra found me comfortably tucked into the left forward seat while my instructor sat just behind me on my right. His feet were about even with my knees. After a very thorough preflight briefing and rope check we took off just behind a Piper Pawnee. I lined up just behind the tow plane below the propwash. It seemed odd that the centerline of the glider was over to the right and I kept forcing the right wing down to keep position - this made the ball slide to the right and my very nervous instructor kept telling me to use less right rudder. This made for an unstable tow so I just took my feet off the rudder pedals, the tow became a little better and soon we climbed up to high tow position to release. I tried a couple of turns, a stall and an incipient spin and was surprised at how quickly we were losing height. Returning to the runway at 700' opposite the operations trailer, I made a turn to base leg at about 500' and as I was turning onto final, I cracked the dive brakes - my instructor swore and grabbed everything. He explained that one does not touch dive brakes until right on final. I know why - with full dive brakes it drops like a 'piece of the Rock'. My landing was 'beaut'. The total cost of the flight was \$2.98 including the 3,000 ft. air tow, the glider being \$3.00 per hour and the air tow 15¢ per minute.

Gliding is remarkably cheap at this club - their dues are \$19 per year and initiation \$21.00. I am still amazed at the amount of capital invested and at how they sustain their operation with such low rates. They are building an \$80,000 hangar now and a larger operations trailer complete with a lunchroom and equipment room, etc. They have a \$10,000 Motor-Falke and think they may need a second one. Instruction has not been given in it yet as they are checking out many of their 16 instructors before initiating student training.

The countryside around Benella abounds in golden meadows and four diamond distances were flown from there last year. It's a nice part of the world for a glider pilot to live; I enjoyed every moment there, so maybe someday we will return again.

(Reprinted from "The Vancouver Soaring Scene").

ARE YOU AN OSTRICH?

John Firth

When danger threatens, the ostrich reputedly avoids mental anguish by burying its head in the sand. Surprisingly, this attitude is also exhibited by Homo Sapiens, even among those addicted to motorless flight.

A look at the accident statistics reveals that 35% of the serious accidents in Canadian gliding in the last six years have involved an incipient spin; in some the ground kindly intervened before things could get any worse, and in others the pilot failed to recover from the fully developed spin.

WHY? Surely all glider pilots are taught and understand spin recovery and have practiced it; or have they? Irv Prue pointed accurately at the problem when he wrote in a recent 'Safety Corner' of a pilot entering a fatal spin in an unexpected way. My purpose here is not to underline the shortcomings in instruction, but rather to encourage the individual pilot into becoming more of a hawk and less of an ostrich. The simile may be a bit mixed, but even the ab initio will recognise the soaring bird.

Glider pilots' acquaintance with, and competence in recovery from spin situations is varied. The new licensee has 'done' spins and knows the theoretical recovery, but may take a long time to get things sorted out in an emergency. A few average, competent and conscientious pilots do some genuine practice and are safe; the good competitive pilot encounters wing drop situations often enough in rough thermals, that correction is completely reflex, and he does not even stop eating lunch. Between these extremes lies the vast majority, possibly private owners with well polished gliders with all the trimmings, who have never investigated the stall/spin behaviour of their pride and joy. Indeed some have never even stalled it, and turn slightly green at the mention of a spin. Most of them claim to avoid the possibility by always flying a bit fast. At the best they will merely be poor soaring pilots, but may also turn out to be quite unable to cope with the speed control necessary when forced to land in a small field. Worse still, an inadvertent full spin may put them in a complete panic.

Now I am not going to suggest that everyone rushes out, aerotows to 5,000 ft. and indulges in ten turns of a full spin. There is a certain amount of controversy over the advisability of multiturn spins for the inexperienced, and this is not necessary. What I do suggest is that, unless you are currently familiar with your glider's reaction and recovery after being stalled in all normal attitudes and control positions, that you go and do some serious practice at sensible altitudes. If this idea scares you at all, then, let us face it, you are a disaster waiting for the right set of circumstances to come along to become a statistic.

Cont'd. ..

ARE YOU AN OSTRICH? (Cont.)

In this case, go and find an experienced and conscientious instructor, and get him to show you the various ways a glider can fall into a spin. Then go and practice yourself. Familiarity breeds safety.

This article was prompted by a courageous revelation from a pilot with 150 hours in an SHK, of how he became a statistic. Don't let it happen to you. Happy Spinning!

(The new S.A.C. Instructors' Manual contains a good section on spins).

A BILINGUAL GLOSSARY FROM NEW ZEALAND ATC:

Aircraft	Der fliegenwagen
Light aircraft	Der kleinen fliegenwagen
Jet transport	Der gross fliegenwagen mit skullschplitten schreemen spittenfirenbakof, ensmoken
Propeller	Der airfloggenfan
Control column	Der puschenpullen schtick
Rudder pedals	Der tailschwingen werks
Pilot	Der tailschwingen puschen pullen werker
Student pilot	Der dumbkopf lernen fliegen
Instructor	Der dumbkopf schtuk mit der dumbkopf lernen fliegen
Air traffic controller	Der schweinhund ubbenzie taur watchen aller oder dumbkopfs fliegen
IFR	Lissenwaitenhopen fliegen

(Journal of Air Traffic Control)

W A N T E D

CHEROKEE TWO wings - Complete or partially complete.
Please write to Les Szanto, 5465 Simone, PIERREFONDS, Quebec.
(Telephone: 514-626-7964).

S.A.C. MEMBER-CLUBS - SITE LOCATION MAPS

Six more maps of flying sites are included in this issue.

Will clubs who have not yet sent in a sketch of their club's location, please do so and mail it to Walter Piercy (184 Churchill Crescent, KINGSTON, Ont.). Walter will arrange for a map to be made and it will be published in a future issue of 'Free Flight'. Please indicate when submitting your sketch, whether you require extra copies to be printed for use as handouts. (100/\$2.00).

The masters of the site location maps are now being kept for use by 'Chem' le Cheminant in his loose-leaf Historical Manual which he hopes to publish before too long. Make sure your club is included!

CALL FOR PAPERS

(The following notice was not received until May 4th due to our change of address. However, it is being included for interest sake and I regret that this issue will not be out in time to enable papers to be prepared and submitted prior to the June 1 deadline. Ed.)

"The Massachusetts Institute of Technology Soaring Association, Inc. announces a symposium on "The Technology and Science of Motorless Flight" to be held at M.I.T. Cambridge, Mass. on 18-20 October, 1972.

Papers are invited on each of six session areas:

Aerodynamics and Design	Instrumentation
Structural Concepts & Materials	Self-launching Sailplanes
Soaring Meteorology	Performance Testing

"Distinguished figures in soaring will organize and chair the six sessions. Dr. Bernard Palewonsky, Dr. Joachim P. Kuettner and Mr. A.J. Smith have already agreed to serve in this capacity.

"Papers are solicited for presentation. Abstracts of 200-300 words, or drafts of complete papers, if available, should be sent, prior to 1 June 1972, to:

Symposium,
M.I.T. Soaring Assoc. Inc.
Bldg. N52-395,
265 Massachusetts Ave.,
CAMBRIDGE, Mass. 02139.

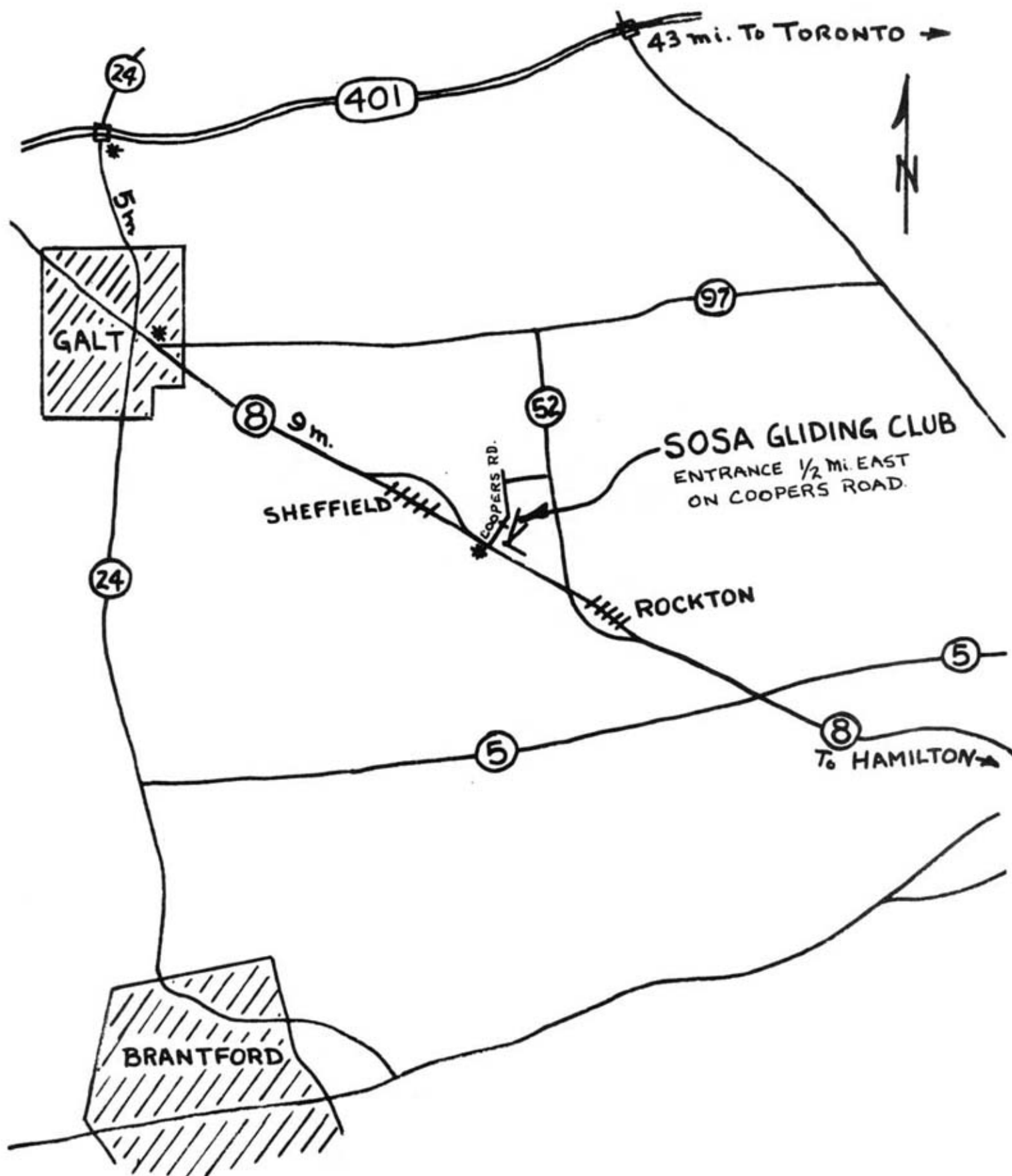
FREE FLIGHT NEXT ISSUE

It is hoped in the next issue to catch up with all the Club news received recently. Thank you all for writing so regularly. Unfortunately due to my personal commitments in moving house and the length of the AGM reports, it wasn't possible to include more articles or club news in this issue. Please don't stop writing however, as preparation of the material received will begin just as soon as I get that "second" packing case opened up!

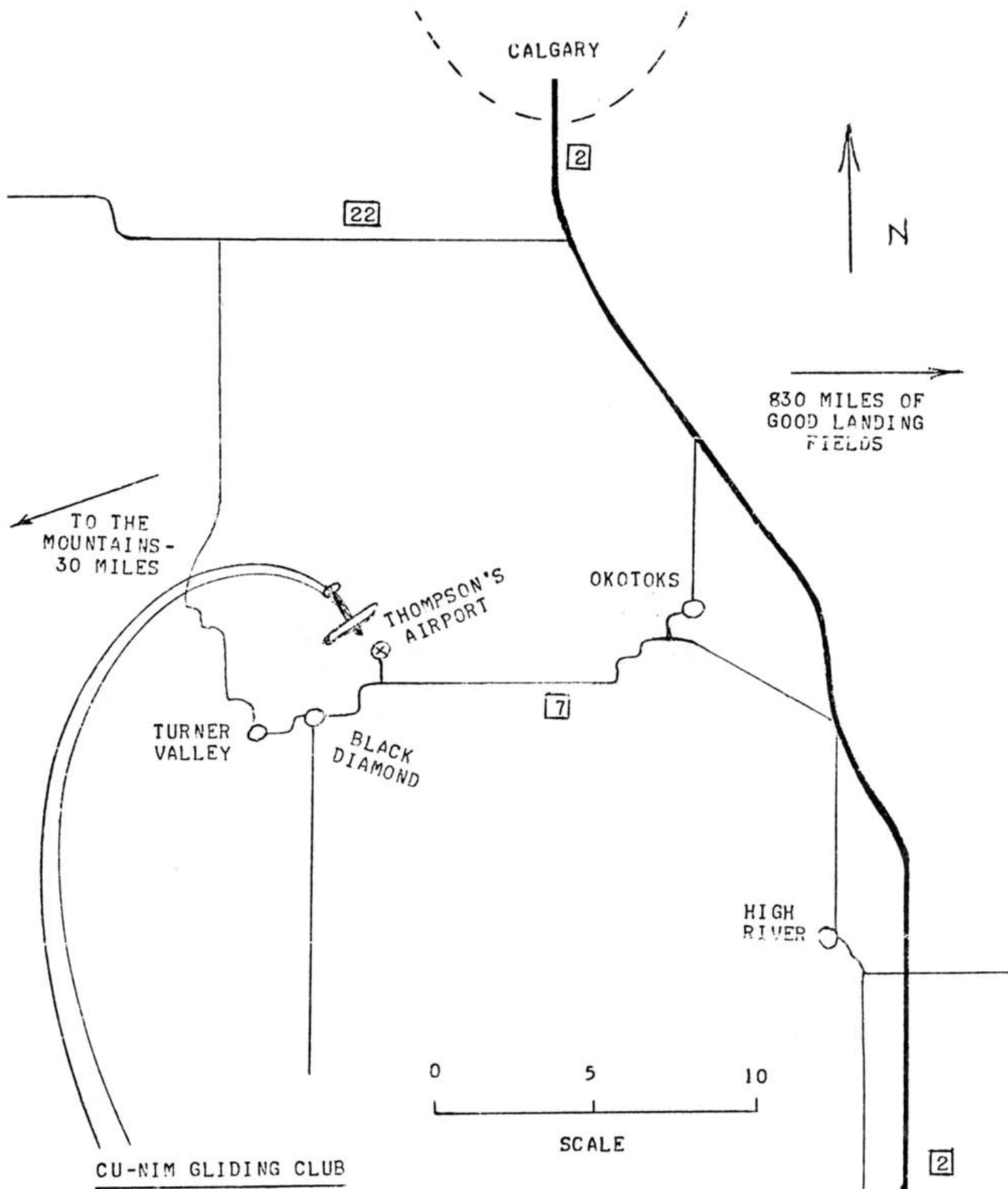
Please write to: Free Flight Editor (Mrs. Sylvia Webb),
343 Dufferin Street, FORT ERIE, Ontario.

FOR SALE

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this issue



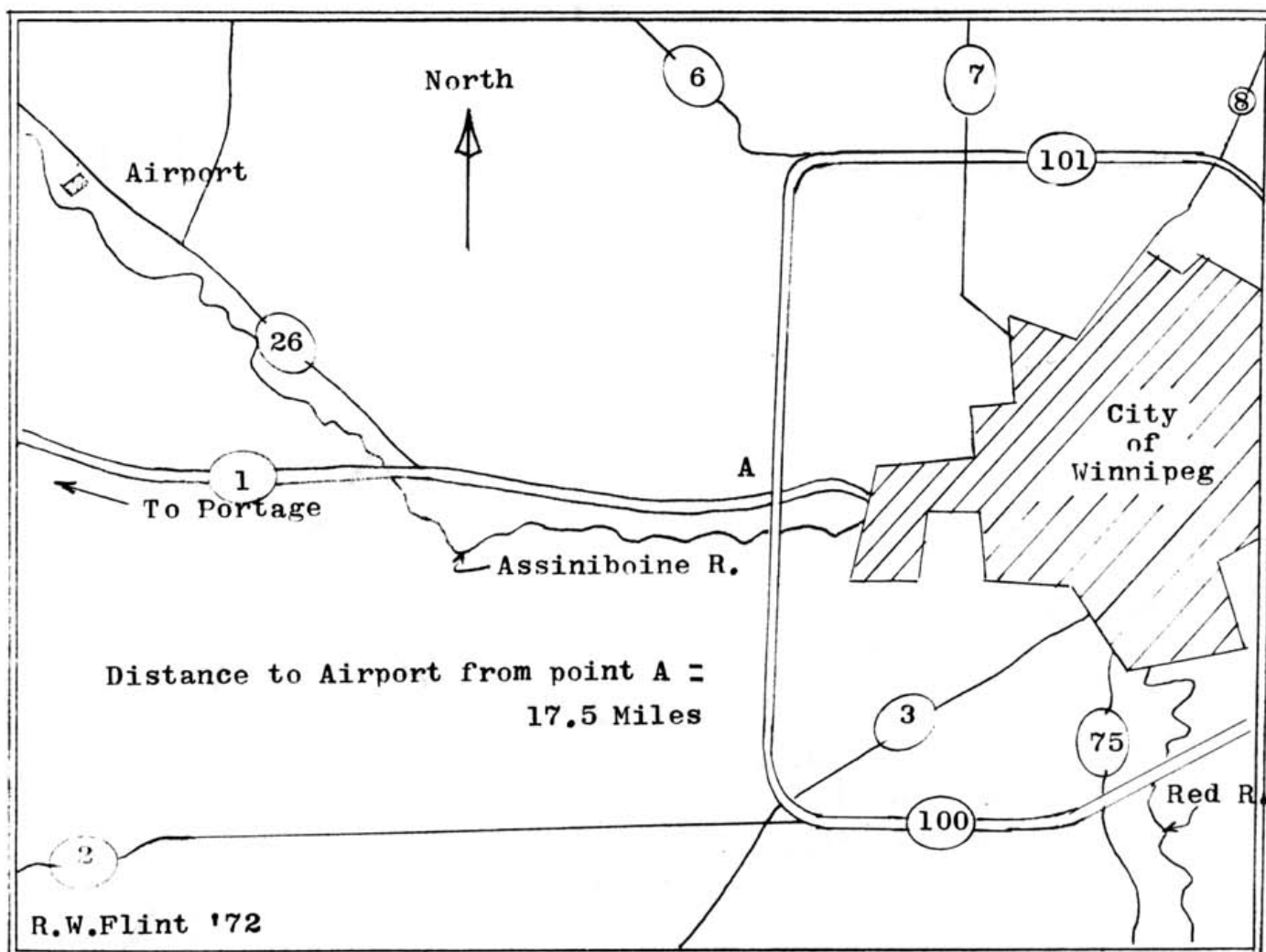
SOSA GLIDING CLUB, P.O. BOX 654 STATION "Q", TORONTO 7, ONT.



CU-NIM GLIDING CLUB

BOX 5922 - STATION A
CALGARY

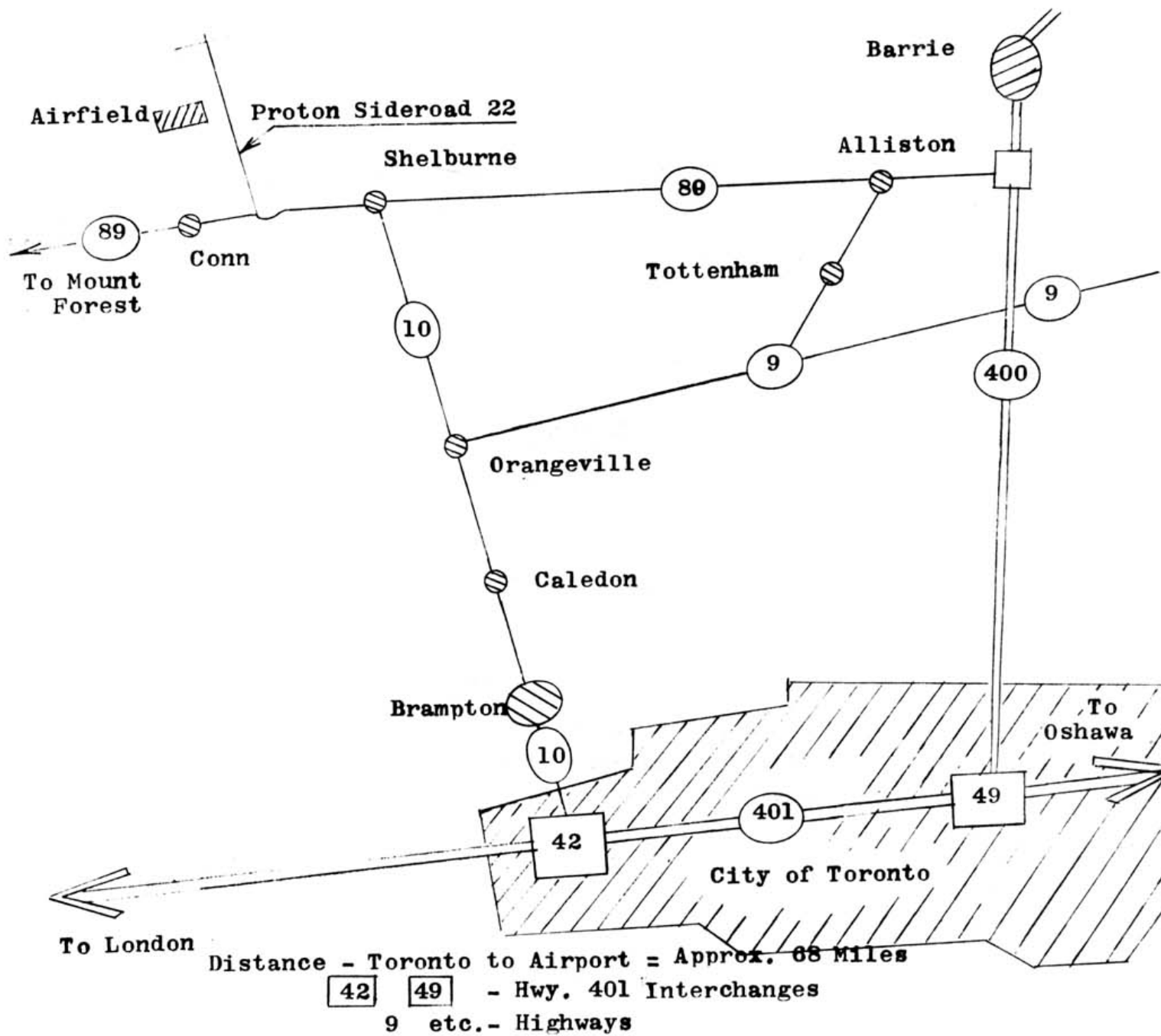
CONTACTS: BRUCE HEA (282-3874)
ERIC MORTIS (255-1670)



Winnipeg Gliding Club,
Box 1255,
WINNIPEG, Manitoba.

Club Contacts:

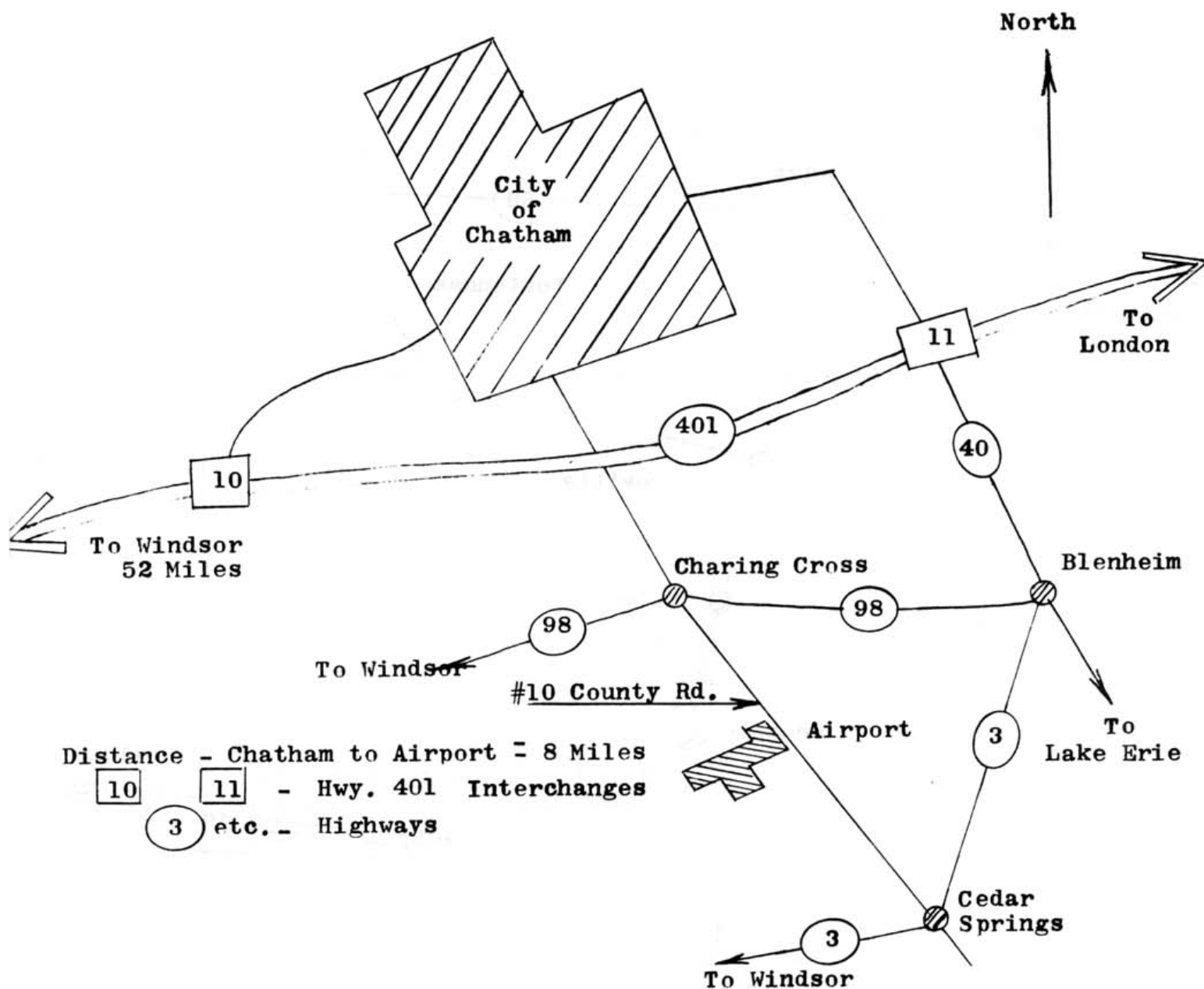
R. Lancaster, 545 Community Row, Winnipeg, Manitoba
Telephone: 837 - 7063
D. Gordon, 68 Valleyview Drive, Winnipeg, Manitoba.
Telephone: 832 - 6768



Toronto Soaring Club,
Box 192, Station "C",
TORONTO 3, Ontario.

Club Contact:

Willi Deleurant,
6 Ferris Crescent,
Toronto 374, Ontario.
Telephone: 755 - 0359

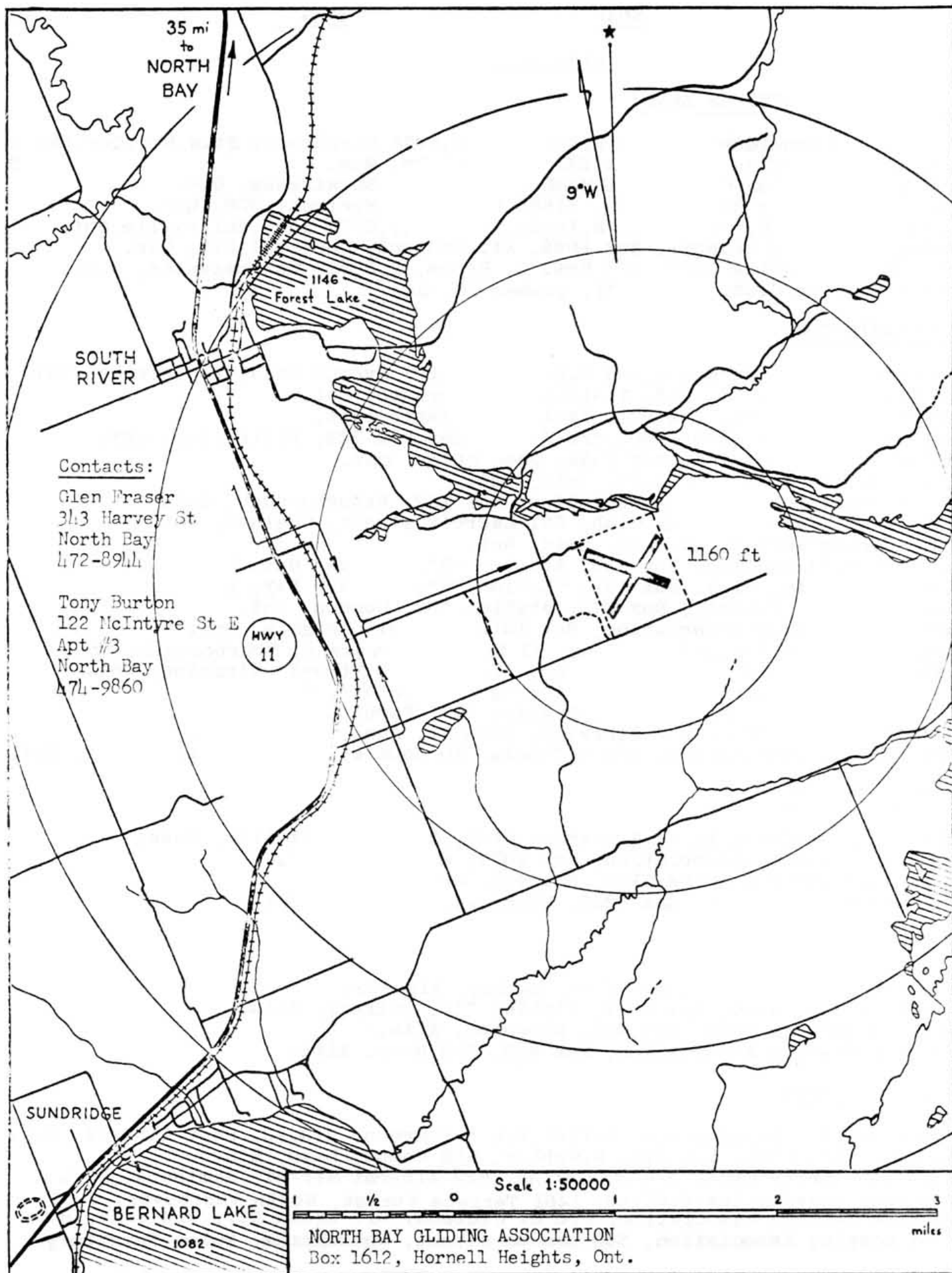


Chatham Air Cadet Gliding Club
 561 Lacroix Street,
 Chatham,
 Ontario.

Club Contact:

Hank Bruhlman,
 561 Lacroix Street,
 Chatham, Ontario.

Telephone: 352 - 7068



APPENDIX I

SOARING ASSOCIATION OF CANADA

COMMITTEE CHAIRMEN'S REPORTS

3 pages of member
clubs, supplies, and
directors deleted to
limit file size.

Included herewith:

PRESIDENT'S REPORT	.....	D.J. Marsden
MEMBERSHIP REPORT	.....	Mrs. T. Tucker
TREASURER'S REPORT	.....	Mrs. T. Tucker
FINANCIAL STATEMENTS	.....	Boisjoli, Houghton & Co.
FITNESS & AMATEUR SPORT	.....	W.J. Piercy
F.A.I. COMMITTEE	.....	J. Firth
F.A.I. RECORDS	.....	C.M. Yeates
F.A.I. AWARDS	.....	C.M. Yeates
INSTRUCTORS' REPORT	.....	W.J. Piercy
SAFETY (ACCIDENTS)	.....	A.N. le Cheminant

Reports summarized in this issue of Free Flight (by R.C. Gairns)
under the heading of "AGM Reports", were:

METEOROLOGY	.....	Dr. S. Froeschl
HISTORIAN	.....	A.N. le Cheminant
RADIO	.....	J. Firth
COMMUNICATIONS	.....	F. Cole
AIRSPACE	.....	D. Tustin

Reports included in the March issue of Free Flight were:
(For ref. only)

TROPHIES	.....	P. Trounce
AIR CADET LIAISON	.....	H. Bruhlman
LICENSING	.....	A.N. le Cheminant
TECHNICAL	.....	T.R. Beasley
SELF LAUNCHING SAILPLANES	.....	T.R. Beasley

THE S.A.C. FLIGHT STATISTICS HAVE BEEN RECEIVED FROM BOB GAIRNS BUT
DUE TO THE LENGTH OF TIME NEEDED TO TABLE THEM, THEY ARE NOT READY
FOR THIS ISSUE.

PRESIDENT'S REPORT 1972:

I have enjoyed being your President for the past year, and I consider it an honour that you would entrust me with this important responsibility.

I would like to thank the directors and committee chairmen who have given me such excellent support over the past year, and particularly to Past President Walter Piercy who spent a lot of time writing letters on SAC business which otherwise would have come my way.

I would like to mention a new committee which was established this year, the Airspace Committee. The main objective of this committee was to establish a good line of communication with the MOT on the subject of airspace use and to make sure that they are aware of our interests. There is every indication that more restrictions on the use of airspace are being planned and if our requirements for space to fly are not known they can't be included in any such plans.

Another development of significance to our organization is the help being offered to all sports associations such as ours by the Fitness and Amateur Sport section of the Department of National Health and Welfare.

The membership in SAC is substantially less than it should be compared to the number of glider pilots in Canada, and this is great cause for concern. This organization will be stronger if it is supported by all those interested in soaring. I think many people have very little idea how much the Soaring Association does for soaring, and how much the sport needs a strong organization. Perhaps we should try to give more publicity to the work done by various committees of the Association to protect and promote the interests of Soaring in Canada. In some cases, members give up their membership in protest of the way we do things, or don't do them. Unfortunately, this kind of protest isn't very effective since it only lets us know that they are unhappy, but gives no idea of what it is they don't like.

The use of Self Launching Sailplanes for both training and competition flying is a development which is likely to be of great importance to our sport in the next few years. They will give soaring a much wider appeal than it has now because they will eliminate some of the more important objections to the use of conventional sailplanes. A crew will not be needed to get airborne, and retrieves from outlandings will no longer take all day and half the night, just to mention two obvious ones.

Our technical committee has presented a good case for establishing a new category of aircraft for the self launching sailplane, but this has been turned down by the M.O.T. with the provision that they will reconsider it when there are enough such aircraft to make it worthwhile.

...

PRESIDENT'S REPORT (Cont.)

We should give some priority to continuing efforts to have these aircraft given a special category because of their importance to Soaring.

We have some resolutions regarding Nationals and Regional contests. The main objective is to make competition flying accessible to a larger number of pilots while maintaining a standard of competition that is expected at a Nationals. While relatively few of our members take part in competition flying, anyone who has known the thrill of flying a high performance sailplane has derived some benefit from contest flying in that it is the main incentive for sailplane development. Direct competition is probably the ultimate challenge in a challenging sport and as such should be made as accessible as possible.

As retiring President, I wish the Association good luck and strong thermals in the coming year.

Respectfully submitted,

(Sgd:) David Marsden
President.

MEMBERSHIP SECRETARY'S REPORT

During 1971 the membership has shown a 5.5% increase with 900 members registered. This reverses the trend which I reported at the last Annual General Meeting in 1970. We are now looking forward to the trend increasing at a greater rate than 6% per year.

Some of the Directors have noted that a few "active" clubs have had no registrations of members for 1971, and this is shown on the Club Voting List which is posted today. If these clubs will encourage their members to help the Soaring Association in a financial way, then the load will be spread among the total membership in a more equitable manner and the whole association membership will benefit.

Seven new clubs have joined the Association during 1971 and Comox Gliding Club during the early part of 1972.- Nova Scotia Soaring Club and Air Cadet League (Que) in the Quebec and Maritime Zone; Caledon Gliding Club and North Bay Gliding Assoc. in the Ontario Zone; Alberni Valley Soaring Assoc., Cold Lake Soaring Club and Yukon Soaring Assoc. in the Pacific Zone. This is most encouraging. The SAC now has 41 clubs registered. (4 clubs have disbanded since my last report).

In closing, I would like to express my appreciation to all membership secretaries for their cooperation in making my duties so pleasant and interesting.

Respectfully submitted,

Terry Tucker.

SUMMARY OF TREASURER'S REPORT, 1971:

Copies of the Financial Statements covering the Association affairs for the year 1971, as compared to that of 1970, appear on the following pages.

A recommendation made in the report of 1970, that a more accurate account of inventory items and values at year's end would show a truer picture of financial affairs. This was done in 1971 and the profit shown in sale of supplies has indeed shown an increase, due in part at least, to a more accurate inventory value.

Turning to General Fund Revenue. The fees revenue as shown is down. Since December however, when the books were closed and turned over to the Auditors, many renewals back-dated to July, 1971, have been requested. These are included in the Membership Report but are not shown here.

On the General Fund Expense side, there has been a slight increase in the total cost of printing and addressing Free Flight and for postage and administration (COPA). Assistance from the Canadian Amateur Sports Administration for printing and postage of bulletins and Free Flight should decrease this total noticeably during the coming year.

Turning finally to the World Contest Fund. The statement shows a balance in the World Contest Fund of \$1,221.86. It is a good base on which to build the monies required to assist the Canadian Team in Yugoslavia.

To conclude this brief report - our major source of income is membership fees. Since revenues from this source were \$820 less at the end of 1971, this reflects in the total net revenue difference.

Respectfully submitted,

(Sgd:) Terry Tucker

Treasurer

March 25, 1972

SOARING ASSOCIATION OF CANADA

BALANCE SHEET

AS AT DECEMBER 31, 1971

A S S E T S

	<u>1 9 7 1</u>	<u>1 9 7 0</u>
CURRENT ASSETS		
Cash	\$15,460.27	\$19,607.55
Accounts receivable	712.55	167.76
Inventories at estimated cost	<u>1,852.77</u>	<u>1,500.00</u>
	<u>18,025.59</u>	<u>21,275.31</u>
FIXED ASSETS		
Office equipment at cost	389.50	389.50
Less accumulated depreciation	<u>274.58</u>	<u>245.86</u>
	<u>114.92</u>	<u>143.64</u>
	<u>\$18,140.51</u>	<u>\$21,418.95</u>

L I A B I L I T I E S

CURRENT LIABILITIES

Accounts payable	<u>\$ 321.10</u>	<u>\$ 4,942.22</u>
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E Q U I T I E S

World contest fund	1,221.86	3,032.05
General fund	<u>16,597.55</u>	<u>13,444.68</u>
	<u>17,819.41</u>	<u>16,476.73</u>
	<u>\$18,140.51</u>	<u>\$21,418.95</u>

SOARING ASSOCIATION OF CANADA
STATEMENT OF CHANGES IN FUND ACCOUNTS
FOR THE YEAR ENDED DECEMBER 31, 1971

WORLD CONTEST FUND

	<u>1 9 7 1</u>	<u>1 9 7 0</u>
Balance - beginning of year	\$ 3,032.05	\$ 128.81
Add donations received	<u>-</u>	<u>10,606.98</u>
	<u>3,032.05</u>	<u>10,735.79</u>
Less disbursements:		
Payments to team members	270.69	5,677.49
Refund to government	1,539.50	-
Promotional material	<u>-</u>	<u>2,026.25</u>
	<u>1,810.19</u>	<u>7,703.74</u>
Balance - end of year	<u>\$ 1,221.86</u>	<u>\$ 3,032.05</u>

GENERAL FUND

Balance - beginning of year	\$13,444.68	\$ 9,258.02
Add net revenue for the year	<u>3,152.87</u>	<u>4,186.66</u>
Balance - end of year	<u>\$16,597.55</u>	<u>\$13,444.68</u>

SOARING ASSOCIATION OF CANADA

STATEMENT OF REVENUE AND EXPENSE - GENERAL FUND

FOR THE YEAR ENDED DECEMBER 31, 1971

	<u>1 9 7 1</u>	<u>1 9 7 0</u>
REVENUE		
Membership fees	\$13,757.25	\$14,577.80
Profit on sale of supplies	589.57	73.58
Interest earned	291.26	494.21
Miscellaneous	<u>35.10</u>	<u>6.05</u>
	<u>14,673.18</u>	<u>15,151.64</u>
EXPENSES		
S.S.A. for "Soaring"	4,952.35	5,074.11
Printing bulletins and "Free Flight"	2,039.67	2,090.78
Addressing, postage and stationery	1,701.81	1,460.87
Instructors school	291.65	231.00
Annual general meeting	267.44	270.21
Honorarium	750.00	625.00
Administration	1,021.55	905.30
Membership fees	101.00	175.00
Audit fees	75.00	75.00
Bank charges	4.50	6.01
Miscellaneous	286.62	15.80
Depreciation of office equipment	<u>28.72</u>	<u>35.90</u>
	<u>11,520.31</u>	<u>10,964.98</u>
Net Revenue For The Year	<u>\$ 3,152.87</u>	<u>\$ 4,186.66</u>

(Boisjoli, Houghton & Co.
Chartered Accountants).

FITNESS & AMATEUR SPORT FUNDS - REPORT 1971

Assistance for 1971 Canadian National Championships

There was no assistance from Fitness & Amateur Sport Directorate during 1971.

Assistance for two Instructors' Courses - 1971

There was no assistance from the Directorate during 1971.

Assistance for International World Championships

In 1971 there were no World Championships, and hence there was no assistance. At the end of the year, however, Terry Beasley started negotiations with the Directorate regarding assistance for the 1972 World Championships, which are to be held in Yugoslavia in July, 1972. At the present time it appears that the Directorate will provide 50% of the actual travel costs at economy rates, for personnel to attend the Championships. They may also consider some assistance towards the costs of rental of retrieve cars for the actual contestants.

National Administrative Centre for Sport & Recreation

The Task Force, which had been appointed and charged by the Department of National Health & Welfare with the responsibility of determining major problem areas in sport, noted that one of the conspicuous problems affecting amateur sport in Canada was the lack of effective administration. The Task Force recommended the establishment of a national sports centre, which could provide administration services for all national sports associations in the country.

On May 25, 1971, the National Administrative Centre for Sport & Recreation was formally opened in Ottawa. In this Centre the Group "A" Sport Associations or Sport Governing Bodies (comprising 33 National Associations such as Canadian Badminton Association, Canadian Amateur Hockey Association, Canadian Ski Association, etc.) have their Executive Directors as resident in the Centre (hence these Associations are called Resident Associations).

At the end of 1971, the Group "B" Sport Associations (which are Non-Resident Associations, because they do not have resident directors at the Centre) were informed that they would be represented, for the handling of various administrative services, by one of the Resident Associations - Canadian Amateur Sports Federation. There are approximately 36 Non-Resident Associations, such as Canadian Rugby Union, Canadian Curling Association, Royal Canadian Golf Association, Canadian Sport Parachuting Association, Soaring Association of Canada, etc.

As of the end of 1971 and the beginning of 1972, we in S.A.C. have been obtaining administrative help from the Centre through Canadian Amateur Sports Federation. This has generally been in the form of reproduction copies of various documents, including our Newsletter, "Free Flight". Unfortunately, the timing of the appearance of the first of the issues was very late - we believe that this will improve as the staff gets familiar with handling it. We are looking forward to having a good working relationship with the Administrative Centre in the future.

Education Grants-in-Aid to Canadian Student Athletes

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

The 1971 Grant program included non-renewable grants valued at \$500, \$1,000 and \$1,500 depending on whether the recipient is in high school, community college or university. In 1971, our non-resident Association did not participate in the Grants-in-Aid program.

Early in 1972, we were asked to distribute some applications to members of our Association, and to participate, and Clubs were advised to see if they had any eligible young pilots who might qualify for the Grants. This program will be interesting to follow during 1972, and all Clubs should now be on the look-out for young glider pilots to apply for Grants-in-Aid in the future.

Walter J. Piercy,
Chairman,
Fitness & Amateur Sport Funds

F.A.I. COMMITTEE REPORT:

1971 Nationals:

The size of the entry was again disappointing; the disastrous weather of 1969 and 1970 may have discouraged a number of less serious pilots. If we are to continue to have meaningful National competitions, ways of stimulating interest must be found.

All in all, this was a successful contest with lots of variety in the flying. The launch rate was adequate for the entry and the tasks set; the start gate worked well. Scores were available from the Hewlett-Packard desk-top computer with the minimum of delay. The photographs of prespecified turn points, as used at Marfa in 1970, made turn point photography easy, and simplified scrutinisation. The enforced late start on the Area Distance day was made fair to all by specifying a start time and having all gliders observed across the start line. Even with a bigger field, this method should allow all pilots to start within ten minutes of each other.

World Contest Rules:

FAI forwarded various proposals for changes in the World Contest rules; these were discussed by the committee and suggestions were made regarding the weighting of various speed formulas. We were not in favour of day devaluation.

National Contest Rules:

Rules were discussed at a special meeting following the 1971 AGM, and satisfactory compromises were reached. No changes are recommended for 1972, except the inclusion, as in the U.S., of the fixed hinge flaps allowed in World contest rules in 1974.

Standard Class:

FAI rules allow water ballast from 1972, and fixed hinge flaps or dive brakes for 1974. Your committee support of these proposals was announced in my last annual report.

In view of the increasing importance of the Standard Class in World competition, this committee recommends that a Standard class trophy be awarded in the Nationals. It is further proposed that the winner shall be included in the short list for National team selection.

...

F.A.I. COMMITTEE REPORT (Cont.)

General:

Considerable discussion has taken place on the rules governing trophy awards, especially the Canadair and "200" trophies. This committee has gladly relinquished any claim to jurisdiction in the matter, to the Awards committee headed by Peter Trounce.

An invitation has been received from SSA for guest entrants in their Nationals at Reno. The entry fee will be \$200.

The Polish Aero Club has announced a World contest for women in 1973. Gliders will be provided.

J. Firth,
Chairman, FAI Committee

F.A.I. Awards for the period March 15/71 to March 17/72

with comparative figures for 1968, 69, 70.

	<u>NUMBER ISSUED</u>			
	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>
988 FAI Certificates	36	57	57	70
983 "C" Badges	25	57	53	70
302 Silver "C" Badges	17	19	32	26
95 Gold Badges	15	9	6	7
16 Diamond "C"	5	3	2	1
Silver Durations	15	27	11	23
Silver Altitudes	21	22	25	28
Silver Distances	19	9	17	14
Gold Altitudes	27	6	12	10
Gold Distances	8	5	5	3
Diamond Altitudes	10	7	9	12
Diamond Distances	6	1	2	2
Diamond Goals	10	7	8	7

NEW RECORDS:

SINGLE SEAT

Free Distance	Richard Cook	724 Km	Citizen
100 Km Triangle	David Marsden	98.7 Kmh	National

Charles M. Yeates,
FAI Awards & Records

STATEMENT OF CANADIAN RECORDS & PERFORMANCES AS OF MARCH 17, 1972

(In F.A.I. Units)

	<u>SINGLE SEAT</u>		<u>MULTI SEAT</u>	
	<u>Territorial</u>		<u>Territorial</u>	
		<u>Citizen</u>		<u>Citizen</u>
Distance	675 (DM)	724 (RC)	234 (AP)	234 (AP)
Distance (Fem.)	132 (CP)	149 (AC)		
Goal	676 (DM)	676 (DM)	153 (RS)	153 (RS)
Goal (Fem)		149 (AC)		
Goal and return	434.5 (JF)	526 (RC)	334 (DM)	334 (DM)
Gain of Height	7418 (WM)	7418 (WM)	7102 (RS)	7102 (RS)
Gain of Height (Fem.)		5898 (AC)		2987 (AC)
Absolute Altitude	9704 (WM)	10363 (WD)	9083 (RS)	9537 (WK)
Absolute Altitude(Fem.)		9772 (AC)		4207 (AC)
100 km Triangle	98.7 (DM)	113.4 (RC)	51.2 (GR)	51.2 (GR)
100 km Triangle(Fem.)				31.0 (AC)
200 km Triangle	88.1 (JF)	88.1 (JF)	42.8 (GR)	42.8 (GB)
200 km Triangle(Fem.)		68.7 (MB)		
300 km Triangle	79.6 (JF)	91.3 (WM)		
400 km Triangle				
500 km Triangle	70.2 (JF)	70.2 (JF)		
100 km Goal				
200 km Goal	70.0 (JF)	70.0 (JF)		
300 km Goal	108.6 (WM)	108.6 (WM)		
400 km Goal				
500 km Goal	97.0 (DM)	97.0 (DM)		

RECORD HOLDERS:

AC	Antonia Cservenka
AP	Al Pow
CP	Christine Pattinson
DM	Dave Marsden
GB	Glen Buhr
GR	George Redzich
JF	John Firth
MB	Marion Barritt
RC	Richard Cook
RS	R. Shirley
WD	Willi Delevrant
WK	Willibald Krug
WM	Wolf Mix

Note: To convert kilometers into miles , multiply by 0.621.
To convert metres into feet, multiply by 3.281

Charles Yeates
Charles Yeates
F.A.I. Awards & Records

INSTRUCTOR'S COMMITTEE ANNUAL REPORT

- 1971 -

INSTRUCTOR CLASSIFICATIONS

During 1971 there were 14 new instructors classified under Class III.

A total of 14 additional instructors were classified under Class II, nine of whom were initially classified in Class II, and five were re-classified from Class III.

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

In summary, at the end of 1971, there were a total of 247 instructors in Canada - an increase of 30 during the year. A comparison for 3 years- 1969, 1970 and 1971 is shown in the table:

<u>Year</u>	<u>Class I</u>	<u>Class II</u>	<u>Class III</u>	<u>Totals</u>
1969	98	28	71	197
1970	103(+5)	32(+4)	82(+11)	217(+20)
1971	+7 (New) +6 (From II) <u>+2 (From III)</u>	+9 (New) +5 (From III) <u>-6 (To I)</u>	+14 (New) -5 (To II) <u>-2 (To I)</u>	
	118 (+15)	40 (+8)	89 (+7)	247(+30)

INSTRUCTION MANUAL

At the 1971 A.G.M. two booklets of the revised S.A.C. Instruction Manual had been completed and were available. These were Part I, "Instructor's Guide" and Part II, "Air Instruction Notes".

During the year the text of Part II was made available on 5" X 8" plastic laminated cards, with a total of 11 cards covering the XIV Stages. Sets of these are available at Box 1173 for permanent installations in two-seaters by the clubs. Work also progressed on the last booklet Part III, "Student's Notes" and copies of this are available at the Meeting today. The Committee wishes to express its thanks for the extra effort of Bill Budachs, of Ontaero Company, during the finalization of both items mentioned above.

INSTRUCTORS' COURSES

Western Course - April 10-16/71

The Western Course was again held at CFB Penhold, Red Deer, Alberta. The course was under the direction of Don Skinner of Cu-Nim Gliding Club, Calgary and he was assisted by Garnet Thomas of Edmonton Gliding Club. Thirteen candidates from 6 clubs attended, in addition to Don and Garnet.

Two part-time lecturers from MOT, Inspectors Dick and Checkwitch

were in attendance from the Edmonton Office, to lecture on the subjects of Aerodynamics and Meteorology.

Each year it has been fortunate for the western candidates that they have been allowed to use the facilities at CFB Penhold. The excellent facilities are also very economical, and this makes the Course attractive to western candidates even with great travel distances involved.

Eastern Course - May 23-29/71

The Eastern Course was again held at Pendleton Gliderport, with the kind permission and assistance of Gatineau Gliding Club. This was the largest Course held to date, with 20 candidates in attendance from 11 clubs, stretching from Quebec Soaring Club in the east to Algoma Soaring Club in Sault Ste. Marie.

We had two part-time lecturers from MOT with us again - Inspector Bruce Carter of Toronto Regional Office lectured on Aerodynamics, and Dr. Sepp Froeschl (Chairman of our Met. Committee) of Dorval International Airport lectured on Meteorology.

Again in 1971, the candidates for each Course were each asked to advance a registration fee of \$20.00, to be forfeited if the candidate did not attend. The Committee advocates that each fee should be paid by the Club of each candidate, and a Club should ensure that a candidate shows up for each advanced registration. This Club contribution of \$20.00 for each of its candidates seems a fair exchange for the personal time and money expended by each candidate to attend the Course so that he may do a better job of instructing students in his Club.

ANNUAL INSTRUCTOR'S AWARD

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

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

A total of 9 Clubs submitted nominees for this year's Award. The Committee is pleased that a very deserving Instructor has been chosen for 1971 - Mr. Brian Smith, a 19-year old Instructor from Chatham Air Cadet Gliding Club. The Award will be presented to him this evening.

In the two Honorable Mention categories for 1971 are the names of Mr. M. Frijters of London Soaring Society and Sgt. Brisson of Air Cadet League(Quebec). The Committee congratulates these three Instructors. We trust that Clubs will continue in the future to submit names of deserving Instructors for this Award.

GLIDER ACCIDENTS - 1971

No. of Clubs Circulated:	41	% Returns by Zones:	Maritimes & P.Q. - 25%
No. of Returns:	17		Ontario - 61%
No. of Accidents Reported:	10		Prairie - 40%
No. of MOT Reported:	7		Pacific - 11%
Fatal Accidents:	1		
Tow A/C Accidents:	1		

Returns at first appeared to be better but as the results above indicate they are even less, percentage wise than last year. Despite this, the analysis and the cards introduced last year do seem to be doing their job. When the form was sent out it was intended that the analysis sheets accompany the requests and would have been up to date, however, in the reproduction the form was left blank. While apologizing for this oversight some clubs did use the blank forms to assess their accidents and returned them. It appears that this might well prove to be a very useful means by which club CFI's can assess their incidents and accidents. Now that we have better access to reproduction, consideration to using the form in this manner will be followed up.

Again most of the accidents appear to indicate lack of judgement and it would appear CFI's should place emphasis on tasks which will bring out and cure weaknesses in this area.

For two years in a row the single fatality has involved home built gliders. In 1970 the aircraft was very much a factor. In 1971 the failure would appear to be human. However, thorough investigation was unable to determine why a well informed, apparently fit pilot, spun all the way to the ground, over 4,000 feet, making no attempt to eject although he was wearing a parachute.

It is believed that the analysis now taking shape can prove most useful. It is a pity that it is not complete and is, therefore, not as accurate as it should be.



A.N. le Cheminant

March 1972

MINUTES

Twenty-seventh Annual General Meeting of Soaring Association of Canada

Date : March 25, 1972.

Place : Holiday Inn, Peterborough, Ont.

Host Club : Central Ontario Soaring Association.

1.0 Morning Session

The meeting was called to order at 10.00 a.m. by the president - David Marsden.

1.1 Introductions

David Marsden introduced the Mayor of Peterborough, Mr. Doug Galvin, who extended a welcome to the city to all the delegates and spoke briefly on the history and interesting sights in Peterborough. The delegates introduced themselves to the meeting. David Marsden introduced the Directors.

1.2 Agreement on Voting Power and Proxies

Moved by Louis Cotte and seconded by Terry Beasley, that club representatives be allowed to carry votes for their respective clubs even though they did not have written proxies.

Motion was carried by a show of hands.

Proxies were received and the voting power was posted.

Moved by Terry Beasley and seconded by Don Wood that the voting powers be accepted as posted. Motion was carried by a show of hands.

1.3 Minutes of the 1971 Annual General Meeting

Copies of these minutes and copies of the Committee Reports had been received by all the delegates at the registration desk.

Moved by Mr. Clarke and seconded by John Soulsby that the minutes be accepted as circulated. Motion was carried by a show of hands.

1.4 Business from the Minutes

David Marsden announced that Glider Pilot Licenses were now available in French.

2.0 Committee Reports

It had been proposed at the last Annual General Meeting that all committee reports would be published in Free Flight prior to the AGM in order to give members an opportunity to study these and arrive prepared for discussion. Since only a few reports appeared this year in Free Flight, copies of all reports were received at Registration.

2.1 Treasurer's Report - prepared and presented by Terry Tucker. Financial Statement and Auditors Report had been distributed.

John Agnew questioned why the membership fees were so high with such a healthy bank balance. Walter Piercy replied that in the near future it is quite likely that salaried help would be necessary.

2.2 Membership Secretary Report - prepared and presented by Terry Tucker.

- 2.3 Flight Statistics - prepared and presented by Bob Gairns.
- 2.4 F.A.I. Committee - prepared and presented by John Firth.
- 2.5 F.A.I. Awards - prepared by Charles Yeates.
- 2.6 Trophies and Awards - prepared and presented by Peter Trounce.
- 2.7 Technical Committee - prepared and presented by Terry Beasley.
- 2.8 Group Insurance - prepared and presented by Terry Beasley.
He made note that he had had very poor response, only seven replies, to the questionnaire which had been sent to all the clubs.
- 2.9 Instructors Committee - prepared and presented by Walter Piercy.
He announced that Student Notes Part 111 were now available at one dollar per copy. Air Instruction Cards (plastic laminated) are three dollars per set of 11 cards.
- 2.10 Fitness and Amateur Sport Report - prepared and presented by Walter Piercy.
- 2.11 Meteorology Report - prepared and presented by Sepp Froeschl.
- 2.12 Air Space Committee - prepared by Dave Tustin and presented by Jeff Tinkler.
- 2.13 Safety Committee - prepared and presented by A.N. LeCheminant.
- 2.14 Historian - A.N. LeCheminant. No written report from this committee. Chem displayed the loose leaf book in which he is collecting articles of the history of Gliding in Canada.
- 2.15 Radio Committee - prepared and presented by John Firth.
There were no significant developments during the past year. The components for glider radio sets designed by John Johns which had been available to members have been discontinued because of the difficulties in assembling the sets by laymen.
- 2.16 Communications - prepared and presented by Frank Cole.
- 2.17 Air Cadet Liason - prepared and presented by Hank Bruhlman.
- 2.18 Moved by Joe Dennis and seconded by Bill Budachs that all the forgoing committee Reports be accepted as presented. Motion carried by a show of hands.
- 3.0 Self Launching Sailplanes -
The report was prepared and presented by Terry Beasley.
There was a lengthy discussion on the type of license which would be required; whether a glider pilots one, power pilot one or both. It was suggested from the floor that prime concern should be to keep it under close attention by the appropriate S.A.C. Committee, so that regulations and legislation may be recommended to MOT.
- 4.0 The president adjourned the meeting for lunch at 12.45 p.m.
- 5.0 Afternoon Session
The meeting was recalled at 14.15 p.m.
- 6.0 President's Report - prepared and presented by David Marsden.
Self Launching Sailplanes Cont'd
Moved by Peter Trounce and seconded by Al Sunley that within 60 days, the SLS Committee mail to each club president, a brief on the tentative proposals made to MOT, the background of these proposals and a questionnaire to be returned to instruct this committee on their further activities concerning pilot and aircraft qualifications and licensing.
Motion carried by a show of hands.
- 7.0 Pilot Licensing Requirement
- 7.1 The proposal:
- a) There is a consensus for acceptance of the current medical examination requirement.
 - b) Contrary to some opinions, there is no indication of a desire to increase the standard or frequency of medicals for passenger carrying and instructing.
 - c) There is agreement that qualifying time for the license be increased. The Dept.

The Department is currently asking an increase to IACO standards of 6 hours of glider flight time of which 2 hours shall be solo and include a minimum of 20 take-offs and landings.

Moved by A.N.LeCheminant and seconded by John Soulsby that the above proposals be accepted.

- 7.2 Moved by Bob Gairns and seconded by Walter Chmela that MOT amend the qualification for glider pilot requirement to 10 hours of flight time as pilot in command of a glider with not less than 20 take-offs and landings. This requirement may be reduced by half if the applicant already possesses a valid Private Pilot License.

Vote by weighted ballot.

Amendment - defeated. (For - 587 votes Against - 673 votes)

Motion in 7.1 for 6 hours instead of 10 hours was then carried by a show of hands.

8.0 Competitions

8.1 Internationals.

Terry Beasley reported on the progress which has been made in the preparations for The Internationals to be held in Yugoslavia in 1972.

8.11 Team Organization.

The team representing Canada will be : Wolf Mix, Dave Webb, John Firth and Dick Mamini (replacing Charlie Yeates). Terry Beasley has been appointed Team Captain.

8.12 Raffles.

In order to raise money to assist the team with expenses, two raffles will be held again, one for Western Canada and one for the East. Ticket stubbs are to be returned to Bob Gairns by May 8th.

8.2 Nationals, 1973.

Jeff Tinkler read the proposal from Winnipeg Gliding Club outlining the facilities available to host the 1973 Nationals. Concern was expressed from delegates for adequate tow-planes, sanitary facilities, lunch counter and drinking water at the WGC site.

Moved by Jeff Tinkler and seconded by Bob Gairns that Winnipeg Gliding Club be asked to host the 1973 Canadian National Competition.

Motion carried by a show of hands.

8.3 Standard Class Champion

Moved by John Firth and seconded by John Agnew that a Standard Class Champion shall be declared at National Contests and that a trophy shall be awarded to the highest placed pilot flying a glider conforming to the current CIVV Standard Class rules. This pilot shall be declared Standard Class Champion.

Motion carried by a show of hands. (1 vote against)

Christine Firth will design the trophy.

8.4 Regional Contests

Moved by David Marsden and seconded by Don Skinner that during a year when there is an International Contest, two regional contests be held instead of a single Nationals. This would allow more people to participate in contest flying and in particular would give western pilots the same opportunity to participate at Nationals level that eastern pilots have always had.

It is further moved that during the years between International Contests, a single Nationals be held to allow direct competition between pilots who might be on the International team and that whenever possible the Nationals be held in Manitoba to ease the problem of distance that competitors must travel.

After some discussion, David amended his motion to delete " that whenever possible the Nationals be held in Manitoba to ease the problem of distance that competitors must travel."

Motion was carried as amended by a show of hands. (2 votes recorded against)

8.5 Choosing of International Team.

Moved by David Marsden and seconded by Bill Budachs that:

- a) To be eligible, a pilot must have flown in the Nationals immediately preceding the International Contest.
- b) The members of the previous international team will be on the seeding list.

- c) The first four finishers on the most recent Nationals will be on the seeding list.
- d) The first three finishers at each of the eastern and western regionals will be on the seeding list, subject to rule 1.
- e) Pilots who apply to the S.A.C. Directors may be included in the seeding list on the approval of the Directors, subject to rule 1.
- f) If special circumstances warrant it, the Directors may waive rule 1, but only if it does not contravene the spirit of this proposal that the team should be selected from pilots who have flown against one another in a recent competition.
- g) The team will be chosen as soon as possible after the Nationals.
- h) A deposit of \$200 will be required of each pilot selected for the International team as evidence of his willingness to go and to cover the cost of entry fees.

8.51 Moved by John Firth and seconded by Jim Carpenter that section a) of the forgoing motion be amended to read " to be eligible, a pilot must have flown in one of the two preceding Nationals.

Motion as amended was carried by a show of hands. (3 votes recorded against)

8.52 It was unanimously accepted by a show of hands that the balance of the clauses not be discussed further but referred to a committee.

8.53 A motion by proxy from Charles Yeates and read by Jim Carpenter, that the third pilot of the International team be the highest seeded pilot not having previous world contest experience. Seconded by B.Patterson.
Moved by Dave Webb and seconded by Wolf Mix that this motion be amended to read " that the fourth pilot of the International team be the highest seeded pilot not having world contest experience."

8.54 Moved by Peter Trounce and seconded by Nick Pattenson that debate on the seeding of the International team be terminated and that the incoming Directors decide the rules of seeding for the upcoming International team within 30 days.
Motion carried by a show of hands.

9.0 Cooperation with Air Cadet League.

Moved by Hank Bruhlman and seconded by Joe Dennis that in order to establish a line of communication with Air Cadet Squadrons, for a trial period of one year, Free Flight subscriptions be supplied without charge to the Area Cadet Officer responsible for gliding in each of the provinces. And further, that sufficient copies of one issue of Free Flight (copy following the AGM) be forwarded to the Air Cadet League in Ottawa for distribution to the Commanding Officers of all Air Cadet Squadrons.

Motion was carried by a show of hands.

10.0 Additional Zone and Director

10.1 Moved by Walter Piercy and seconded by Terry Tucker that the By-Laws be amended to allow an additional Zone - 5 instead of 4, and an additional Director - 8 instead of 7.

10.2 Moved by David Marsden and seconded by Don Skinner that an additional Zone Director for British Columbia and the Yukon Territories be elected.
Motion carried by a show of hands. (1 vote recorded against)

11.0 Trophies and Awards

Peter Trounce reviewed that the purpose of the committee was to enumerate and document the S.A.C. trophies and suggest improvements. He stated that the Shell trophy should be retired because of lack further space for engraving and would be replaced by Shell Canada. He moved that the report be accepted. Seconded by John Agnew.

Motion carried by a show of hands.

A.N.LeCheminant suggested that since the trophies were now to have their "home" in Ottawa permanently, the rental of a glass case in the C.A.S.F. office to display them should be investigated.

12.0 Election of Directors

Elected by mail votes - Alberta Zone, Don Skinner; Prairie Zone, Jeff Tinkler;

Ontario Zone, Walter Piercy; Quebec Zone, Thomas Reisner

Director - newly formed Pacific Zone - Keith Godfrey
Appointed

nominated by David Marsden
seconded by Walter Piercy.

Director at Large - Doug Winger

nominated by Peter Trounce
seconded by Max Harris

Director at Large - Dave Tustin

nominated by David Marsden
seconded by Al Sunley

Director at Large - Terry Beasley

nominated by Walter Piercy
seconded by Walter Chmela.

Moved by Peter Trounce and seconded by Don Wood that nominations be closed.

Motion carried by a show of hands.

Elections were by weighted ballot. Elected as Directors at Large were Doug Winger and Dave Tustin.

13.0 Instructors School Subsidy

Proposal ; that S.A.C. should pay travelling expenses (10¢ per mile) and a \$25.00 per day honorarium to the instructor in charge of instructor seminars to be held in both eastern and western Canada.

Moved by Dave Marsden and seconded by Bill Irwin that this proposal be accepted.

Motion carried by a show of hands.

14.0 New Business

- 14.1 The Regina Gliding and Soaring Club opposes the change of the membership year from January to July.

14.2 Crash Position Indicators

Peter Trounce reported that there is a Canadian regulation pending approval by the Minister of Communications to make Crash Position Indicators mandatory on many types of aircraft as was recently announced in the United States. It is believed that gliders are included.

Members present expressed their disapproval of this regulation by a show of hands.

Peter Trounce moved that the Safety Committee look after this. Seconded by Gabe Orday.

Motion carried by a show of hands.

14.3 Translation Committee

Moved by Louis Cotte and seconded by G. Balint that a permanent committee be established to translate some of the important S.A.C. documents & reports to French, and that John Agnew, A.O. Boudreault and Louis Cotte be members of this committee.

Motion carried by a show of hands. (3 votes recorded against)

14.4 Expenses for Zone Directors

Jeff Tinkler moved on behalf of Manitoba Soaring Council, and seconded by Tony Burton that all reasonable travel expenses and out of pocket expenses of Zone Directors for attendance at the AGM of the Soaring Association be paid by the Soaring Association.

Motion was defeated by a show of hands.

- 15.0 Moved by David Marsden and seconded by Walter Piercy that the twenty-seventh Annual General Meeting be adjourned at 6.50 p.m.

Motion was carried by applause.

Recorded by Terry Tucker