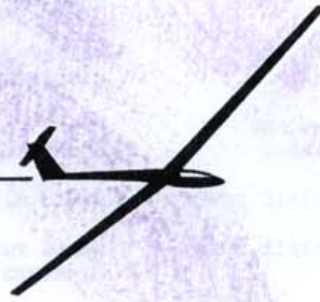


Jun-Jul 72



# Free Flight

official publication of  
THE SOARING ASSOCIATION OF CANADA

# SOARING ASSOCIATION OF CANADA

## ORGANIZATION - 1971

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## COMMITTEES

### CHAIRMEN AND MEMBERS

(\* Denotes - Address listed above).

<u>SAFETY:</u>	D.G. Tustin.*	A.N. le Cheminant, Box 168, RR No. 3, MANOTICK, Ont.
<u>AIR CADET LIAISON:</u>	H. Bruhlman, 561 Lacroix St., CHATHAM, Ont.	K. Bissell.*
<u>CONSTITUTION:</u>	F. Holman.*	H. Janzen, 172 College Street, KINGSTON, Ont.
<u>HISTORIAN:</u>	A.N. le Cheminant.*	
<u>INSTRUCTORS:</u>	W.J. Piercy.*	D. Skinner, 3831 - 7th St. S.W., CALGARY 6, Alta. J.D. Agnew, 4475 Rolland Street, PIERREFONDS, Quebec.
<u>METEOROLOGY:</u>	S. Froeschl, 1845 Brookdale Avenue, DORVAL, Quebec.	J. Janzen, 8511 - 107 Street, No. 6, EDMONTON 60, Alberta.
<u>PUBLIC RELATIONS:</u>	R. Pirie, 107 Marlborough Street, TORONTO 5, Ontario.	
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<u>STATISTICS &amp; TROPHIES:</u>	P. Trounce.*	J.D. Agnew.* R.C. Gairns, 130 St. Francis Street, CHATEAUGUAY, Quebec.
<u>TECHNICAL:</u>	T.R. Beasley.*	L.G. Hicks, 239 Cedar Avenue, ROSEMERE, Quebec.
<u>FITNESS &amp; AMATEUR SPORT FUNDS:</u>	W.J. Piercy.*	P. Folkes.*
<u>COMMUNICATIONS:</u>	F. Cole, P.O. Box 73, TWEED, Ontario.	
<u>M.O.T. MEDICAL (G.P. Lic.):</u>	A.N. le Cheminant.*	
<u>F.A.I. COMMITTEE:</u>	J. Firth.*	
- Contest Rules & Regulations:	J. Firth.*	T.R. Beasley.*
- F.A.I. Awards:	C.M. Yeates.*	
- Official Observers:	S.A.C. Box 1173, Stn. "B", OTTAWA, Ont. K1P 5R2.	
- 1971 Nationals:	D. Parsey, 211 Clemow Ave., OTTAWA, Ont. K15 2B3.	
- 1972 Nationals:	P. Folkes.*	
- 1972 Internationals:	P. Trounce.*	T.R. Beasley.*

ALL SUPPLIES: Soaring Association of Canada, P.O. Box 1173, Stn. "B", OTTAWA, Ontario. K1P 5R2.



# Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

Issue 4/72

June-July, 1972

## S. A. C. NEWS

### 1972 S.A.C. EASTERN INSTRUCTORS' COURSE

The Eastern Instructors' Course was held at Pendleton Airport, the site of Gatineau Gliding Club, during the period May 21 to 27th inclusive. This year there were 21 candidates from 10 Clubs - 3 from Belleville Flying Club, 3 from Gatineau Gliding Club, 5 from SOSA Gliding Club, 2 from Pioneer Soaring, 2 from Champlain Soaring Association, 1 from Algoma Soaring Club, 1 from Montreal Soaring Council, 2 from North Bay Gliding Association and 2 from the new New Brunswick Soaring Association.

The Chairman of the Instructors' Committee would like to put in a plea that as many as possible Westerners attend the S.A.C. Western Instructors' Course, presently being organized by Don Skinner of the Cu-Nim Gliding Club, to be held at CFB Penhold, probably in September.

This year we had the regular guest lecturers from MOT and Environment Canada (formerly the Meteorological Branch). Inspector Cowley of the Toronto office of MOT lectured on Aerodynamics, and our Chairman of the Met. Committee, Dr. Sepp Froeschl, on Meteorology. This year, for the first time, we had a guest observer from MOT, Mr. George McGee, who was with us for two days. He is from the Training & Examination Branch, and is the main person involved in setting the exams for Canadian glider pilots.

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EASTERN INSTRUCTORS' COURSE (Cont.)

We were asked to participate in the initial Air Cadet Gliding Instructor Course this year for the first time. The Course was held at CFB Borden, during the period June 3 to 10th inclusive. There were 16 instructors participating from approximately 12 Squadrons. Two Squadrons from the west (from Alberta and Saskatchewan) and one from the east (Nova Scotia) were represented, with the balance coming from Ontario Squadrons. The key personnel from four newly-formed Ontario 'Gliding Centres' - Borden, North Bay, Chatham and Mountain View were in attendance. The Chairman of our Air Cadet Liaison Committee, H. Bruhlman, was in charge of the Course, and both aerotowing and winch launching were used during the week.

Also this year, for the first time, we were asked to submit applications for Grants-in-aid of student athletes for 1972. This program is administered by the Department of National Health and Welfare to assist young Canadians who wish to combine both educational and competitive careers. In 1972 approximately 464 Grants were approved of the approx. 3,000 applicants; they are non-renewable, and are worth \$600, \$1,200 or \$1,800, depending on whether the recipient is in High School, Community College or University. The grants are made from the \$1,000,000 fund available under the Government's 1972 summer program for students. The recipients represented 47 amateur sports. In S.A.C. we had 4 applicants, and we were fortunate in having the application of Jim Sleeth, of the Rideau Gliding Club, approved. Jim is from Brockville, Ont., and plans to study aeronautics at a Community College in Thunder Bay, Ontario.

Walter J. Piercy,  
Chairman,  
S.A.C. Instructors' Committee.

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WESTERN INSTRUCTORS' COURSE

This course is being held at Penhold Air Force Base (Alberta) from September 9th to 15th incl. Candidates should send a \$20.00 deposit to Don Skinner, 3831 - 7th St. S.W., CALGARY 6, Alberta. (Telephone No. (403) 243-2826).

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WORLD GLIDING CHAMPIONSHIPS

The team representing Canada in Vrsac, Yugoslavia, this July is as follows:

<u>PILOT</u>	<u>AIRCRAFT</u>	<u>CREWS</u>
Wolf Mix	Standard Cirrus	Oscar Estebany (MSC) Charles Yeates Mrs. C. Yeates.
Dave Webb (SOSA)	Standard Cirrus	Dave Parsey (GGC) Hans Lucas (MSC) Mrs. D. Lucas "
John Firth	Kestrel 19 Metre	Mrs. C. Firth Tony Burton (GGC) ?
Dick Mamini (Cu-Nim)	ASW-12	Mrs. G. Mamini (Cu-Nim) Bob Gairns (MSC) Branko Glavas (MSC)

Terry Beasley (MSC) again went as the Team Captain.

Most team members left around June 30th via Air Canada. However, Dick Mamini and John Firth left earlier in order to pick up aircraft and cars from England. Dave Parsey (presently living in Vancouver) took a charter flight from Vancouver-via-Seattle to Prague, then the train to Belgrade. Dave hoped to arrive in Vrsac by July 6th.

Unfortunately neither the CAF transportation from CFB Trenton to Lahr, nor the cars and drivers from the Lahr Club, materialised. However, Bob Gairns, through a friend in England, was able to secure cars from Chrysler (U.K.) Ltd. in Coventry. Apparently the cars, Simca 1800s with hitches, are excellent vehicles and this valuable assistance at the last moment by Chrysler is very much appreciated. Also appreciated is the effort everyone put into selling raffle tickets to raise money to help with the team's expenses. The three Western and three Eastern winners of the draw, are listed below. (The 1st Prize was a TV set; 2nd Prize - \$100.00; 3rd Prize - \$50.)

Western:

1st prize - Karen Gerritsen, 3003-33rd St. W., Saskatoon, Sask.  
2nd " - M. Oleskiw, 140A Blackthorn Rd. N.W., Calgary, Alberta.  
3rd " - T. Hooke, 891 Tenwood Avenue, Thunder Bay, Ontario.

Eastern:

1st prize - A. Thivierge, 2800 Sir Wilfred Laurier Blvd., Quebec, P.Q.  
2nd " - E. Walsh, 5835 Delaroche, No. 103, Montreal, P.Q.  
3rd " - B. Oldfield, Markham Airport, Markham, Ont.

## SOARING ASSOCIATION OF CANADA

## FLIGHT STATISTICS 1971

Prepared by Gunter Beyer-Doersch (MSC).

S.A.C. MEMBER CLUB	SAILPLANES		CLUB OPERATIONS		PRIVATE OWNERS		LAUNCH		METHOD		M.O.T. LICENCES	CLUB LEADERS		PRIVATE OWNERS	
	Club	Private	Flights	Hours	Miles	Flights	Hours	Miles	TOV PLANE	CAR PLANE		Inactive	Being Built	Inactive	Being Built
QUEBEC & MARITIME ZONE	1	-	558	54	-	-	-	-	-	-	-	-	-	-	-
	3	-	745	234	-	-	-	-	-	-	-	-	-	-	-
	1	-	257	69	-	1	-	-	-	-	-	1	-	-	1
	3	4	5,824	715	-	297	137	110	-	-	1	2	-	-	-
	9	15	4,121	1,412	690	600	907	6,432	-	-	15	40	30	10	1
	No return														
ONTARIO ZONE	No return														
	2	1	371	120	-	27	20	-	1	-	2	1	-	-	-
	No return														
	1	-	611	70	-	-	-	-	-	X	1	-	-	-	-
	3	3	949	346	55	95	142	328	1	-	-	-	-	-	-
	3	1	2,733	211	-	199	14	-	-	-	13	-	-	-	-
	No return														
	4	10	975	378	87	271	212	1,789	2	-	-	-	-	-	-
	4	-	717	314	423	-	-	-	1	-	-	6	4	-	-
	1	1	2	3	-	-	-	-	-	-	-	-	-	-	-
	No return														
	1	1	325	95	-	45	39	-	1	-	1	1	-	-	1
	8	20	2,520	1,145	798	630	905	6,150	2	-	-	-	-	-	-
	3	2	466	192	223	53	120	652	1	-	-	2	1	-	-
	1	6	477	101	-	227	149	300	-	-	3	-	-	-	-
	5	4	882	418	262	187	212	580	2	-	-	6	5	-	-
PRAIRIE ZONE	1	-	230	22	-	-	-	-	-	-	1	-	-	-	-
	1	-	228	19	-	-	-	-	-	-	3	-	-	-	-
	No return														
	2	2	381	95	92	26	30	282	1	-	4	-	-	-	-
	3	4	1,428	388	-	163	66	85	1	-	8	11	2	-	6
PACIFIC ZONE	1	1	226	32	-	7	2	-	1	-	-	-	-	-	1
	2	-	197	19	-	-	-	-	-	X	-	-	-	-	-
	1	7	15	10	-	170	285	5,630	1	-	-	-	-	2	1
	2	4	768	223	296	130	235	2,448	1	-	1	8	-	2	1
	No return														
	No return														
	3	5	1,202	407	400	386	463	3,651	1	-	4	-	-	2	-
	1	-	Info not available.						1	-	-	-	-	-	-
AIR CADET LEAGUE	3	-	3,178	239	-	-	-	-	-	X	2	-	-	-	-
	2	-	1,718	162	-	-	-	-	-	-	-	-	-	-	-
TOTALS FOR 1971:			32,104	7,493	3,326	3,514	3,938	28,437	23		67	106	72	20	12
TOTALS FOR 1970 (Ref.)			23,490	5,567	2,303	3,096	3,703	29,141	10		68	86	51	8	10

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

Included in this issue is a map of the Gatineau Gliding Club's site at Pendleton, near Ottawa.

Clubs who have not already done so, should send in a sketch of their location to Walter Piercy (184 Churchill Crescent, Kingston, Ont.). Walter will arrange for the sketch to be drawn up and published in Free Flight. Please indicate when submitting the sketch, if you require extra copies for use as handouts (100/\$2.00)

The masters of the site location maps are being kept for use by 'Chem' le Cheminant in his loose-leaf Historical Manual.

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### NEW CLUBS IN THE MARITIMES

We are pleased to welcome the New Brunswick Soaring Association, Inc. and also the Nova Scotia Soaring Club as S.A.C. Member Clubs. We look forward to hearing of their progress through Club News.

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### SELF LAUNCHING SAILPLANES

Dave Marsden, President of S.A.C., recently sent a letter on this subject to all S.A.C. Clubs. A copy of the letter is included in this issue for your information. Please see Appendix I.

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### FREE FLIGHT NEXT ISSUES

Since January 1972 we have been fortunate in having FREE FLIGHT printed and mailed very inexpensively by the Administration Centre of the Canadian Amateur Sports Association. This Centre has been very cooperative and has made a good job of FREE FLIGHT for us. However, they are very busy with the many other Associations who also use the service and it has taken a little longer to get FREE FLIGHT out than it did when Walter & Helen Piercy were supervising it in Kingston. In an endeavour to get back on schedule, would you please note the following deadlines to the end of 1972. Issue 5/72 should be out by mid-October and the final issue for 1972 by mid-December. To accomplish this, 6 weeks should be allowed prior to these dates (2 for typing & mailing to Ottawa, and approx. 4 for printing and mailing by the Centre). Therefore, material for Issues 5/72 and 6/72 should arrive by September 1st & November 1st respectively.

Sylvia Webb - Editor

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ORGANIZATION - 1972

<u>DIRECTORS &amp; OFFICERS</u>	<u>NAMES AND ADDRESSES</u>	<u>TELEPHONE NOS.</u>
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<u>DIRECTOR-AT-LARGE</u>	D. Tustin, 581 Lodge Avenue, WINNIPEG 12, Manitoba. R3J 0S7	204-888-5437 (H)
<u>DIRECTOR-AT-LARGE</u>	D. Winger, 394 Dundurn St. S., Apt. No. 1, <del>HAMILTON 12</del> , Ontario.	416-529-0133 (H)
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<u>FREE FLIGHT EDITOR</u>	Mrs. Sylvia Webb, 343 Dufferin Street, FORT ERIE, Ontario	416-871-3411 (H)
<u>HISTORIAN</u>	A.N. le Cheminant, Box 168, R.R. No. 3, MANOTICK, Ontario	613-692-3640 (H)
<u>AIR CADET LIAISON</u>	H. Bruhlman, 561 Lacroix Street, CHATHAM, Ontario.	519-352-7068 (H)
<u>S.A.C. SUPPLIES *</u> (List in this issue)	Soaring Association of Canada, P.O. Box 1173, Station B, OTTAWA K1P 5R2.	

(\* Mrs. Terry Tucker has now taken over from Mrs. Hamilton in answering correspondence addressed to Box 1173).

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1972 VICTORIA DAY SOARING MEET  
SPONSORED BY THE ALBERTA SOARING COUNCIL  
INNISFAIL AIRPORT, ALBERTA

Our regular Victoria Day meet was held on May 20 to 22 this year, at the usual Innisfail site. Winds and threats of rain interfered a little, but a good time was had by all in spite of that.

On Saturday, the first day, fairly strong south-east winds made it difficult to penetrate in that direction. However, five pilots completed the 80 mile triangle, to Wimbourne, Didsbury, and return. Leader was Bruce Hea, with a speed of 52.1 mph, closely followed by Dick Mamini with 47.9 and Dave Marsden with 44.4. John Pomietlarz experienced aileron flutter on his HP-11, and decided to withdraw from the contest.

Sunday morning was overcast, with promise of winds and rain later in the day, so it was declared not a contest day. Later, conditions unexpectedly improved, and several pilots enjoyed more or less local flights. André Dumestre followed the mountain lift to fly back to Calgary.

Monday seemed to promise better conditions, and a task to the north was set. Before take-offs started, however, rain squalls were seen to the north-west, and a new task to the east was decided. Two pilots, Dick Mamini and George Dunbar, immediately headed off and finally covered about 50 and 30 miles respectively, but all the others were caught by the showers and were not even able to leave the airport.

Participation was a little lower this year than last, possibly because some pilots are waiting for the Western Canada Championships, to be held at Claresholm during July.

George Dunbar,  
Cu-Nim Gliding Club

(Official scores on next sheet)

1972 VICTORIA DAY SOARING MEET  
SPONSORED BY THE ALBERTA SOARING COUNCIL  
INNISFAIL AIRPORT, ALBERTA

First Day: Triangle, to Wimbourne, Didsbury and return.  
Task Type No. = 1  
Task Distance = 80.71

<u>NAME</u>	<u>GLIDER</u>	<u>Speed</u> <u>MPH</u>	<u>Dist.</u> <u>Miles</u>	<u>Daily</u> <u>Pts.</u>	<u>Stdg.</u>	<u>Total</u> <u>Pts.</u>	<u>Total</u> <u>Stdg.</u>
HEA, Bruce	LIBELLE QJS	52.1		1000	1	1000	1
MAMINI, Dick	HP-14 ALT	47.9		871	2	871	2
MARSDEN, Dave	LIBELLE TQL	44.4		764	3	764	3
DUMESTRE, Andre	LIBELLE XZB	28.8		284	4	284	4
MORTIS/DUNBAR	DART OAK		3.7	0	5	0	5
THOMAS/ZYWARC	1-23 XKL		0.0	0	5	0	5
SPEER/REID	CIRRUS XGU		0.0	0	5	0	5
POMIETLARZ, John	HP-11 RZF		DNC	0	5	0	5
STACHOW, Klaus	PHOEBUS KSS		DNC		5	0	5

Third Day: Triangle, to Trochu, Mirror and return  
Task Type No. = 1  
Task Distance = 129.51

<u>NAME</u>	<u>GLIDER</u>	<u>Speed</u> <u>MPH</u>	<u>Dist.</u> <u>Miles</u>	<u>Daily</u> <u>Pts.</u>	<u>Stdg.</u>	<u>Total</u> <u>Pts.</u>	<u>Total</u> <u>Stdg.</u>
MAMINI, Dick	HP-14 ALT		49.5	1000	1	1871	1
HEA, Bruce	LIBELLE QJS		0.0	0	3	1000	2
MARSDEN, Dave	LIBELLE TQL		0.0	0	3	764	3
MORTIS/DUNBAR	DART OAK		29.7	499	2	499	4
DUMESTRE, André	LIBELLE XZB		0.0	0	3	284	5
THOMAS/ZYWARC	1-23 XKL		0.0	0	3	0	6
SPEER/REID	CIRRUS XGU		0.0	0	3	0	6
POMIETLARZ, John	HP-11 RZF		DNC	0	3	0	6
STACHOW, Klaus	PHOEBUS KSS		0.0	0	3	0	6

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(Anyone interested in using computers for contest scoring (see article in Nov. 1969 FREE FLIGHT) should contact Mr. George Dunbar, 1419 Chardie Pl. S.W., Calgary 9, Alta., for details. ED.)

PRINCETON, B.C., CONTEST

Christine Timm

Most pilots had arrived at the field by 9.00 a.m.; some having spent the previous night in Hope and others having used good alarm clocks. Thus an early start was made assembling gliders, the skies holding portents of a good day. Visiting pilots included Wolf Mix, shortly to be flying for Canada at Vrsac, and Des Kelemen, whose generosity with his ASW15 provided Wolf and others with an opportunity to fly. Monty and Toni Williams were able to get to know Wolf better; he will be flying their new Standard Cirrus in Vrsac before it is shipped to Vancouver. John Southworth, who will be crewing for the 'Italians' (Caproni connection) met Wolf too. (Someone to talk to John, if the night classes in Italian don't work out?)

Although the cu's could be seen developing quite early, things didn't really start to pop close to the field until after 2.00 p.m. The arrival of Vic Shobridge's plane and then Roy Parrett's Tripacer brought joy to the Pilots' eyes - without these aircraft we would surely have been earth bound. It was a pleasure to see Roy & his wife again, they certainly have become most welcome at our Princeton Meets.

1st Contest day - Saturday May 20th. - Task: Princeton - Merritt return.

Radio checked, start line crossed, crews on the road - all set to go. Anticipation of wash out conditions on the Merritt Road added interest to the short retrieve. Although wet in spots, the road proved passable and there was quite a party at Aspen Grove where a couple of the crews waited it out (eating the store out), others remaining closer to Princeton. Most had the pleasure of returning to meet their pilots back at the field and hear the results, handicap applied:

Ka 6	SHG	Bernie Brayshaw	980	1st
Ka 8	PVL	Paul Kalmar	787	2nd
Phoebus	WLR	Peter Timm	785	3rd
Cirrus	BMX	Randy Jang	761	4th
Cherokee	OXX	Russ Yard	distance	5th

Hangar flying in the evening revealed thermals had topped around 12,000 and sink holes had shown themselves to some at most inopportune moments.

Sunday, May 21st: Heavy rain in the night and overcast skies resulted in a 'no contest' day. Local flying gave some an opportunity for aero tow check out flights and even a number of longer soaring flights late in the evening. Peter Lamla in the Cirrus stayed up until almost dusk.

....

PRINCETON CONTEST (Cont.)

2nd Contest day - Monday May 22. - Task: Princeton - Keremeos return

A rather unsettled day, very late in developing made it difficult to choose a task. However, Paul Kalmar in the Ka8 and Keith Godfrey (Ka6) crossed the starting line and set off down the valley, despite forbidding rain clouds, quite early in the afternoon. Peter Lamla (Cirrus) and Peter Timm (Phoebus) flew locally for a long time playing a waiting game. Finally the Cirrus landed deciding to call it a day while the Phoebus crossed the line at 3.05 determined to make an effort, although the rain cloud had not blown through. Shortly after this both Paul and Keith were reported taking a relight after having made it some miles down the valley before being forced to land. The Phoebus, now committed, wended its way towards the shower which finally brought it down some three miles short of the turn point. The T tail proved its worth again for landing in deep crops, the alphas field chosen was very wet and some two feet high. A small ground loop developed on roll out with no damage resulting (surgical tubing served to suck out the 'greens' from the pitot later!)

Sitting out the heavy downpour which followed the landing, the crew, Karen Williams and the writer, shared with Peter the experience of watching the Ka6 and then the Ka8 passing overhead after their worth while relights. The weather improved a little and Keith Godfrey made it to the turn point before landing in a ploughed field and unfortunately finding the only large stone therein. Slight damage to the underside was examined on return to the airport and this could easily be repaired in time for the following weekend. Paul Kalmar showed his skill by ridge soaring back along the valley after taking his turn point pictures and reaching a spot close to Hedley before calling it a day.

Ka8 PVL	Paul Kalmar	896	1683	1st
Ka6 SHG	Keith Godfrey	515	1495	2nd
Phoebus WLR	Peter Timm	451	1236	3rd
Cirrus BMX	Peter Lamla	-	761	4th
Cherokee OXX	Russ Yard	130	130	5th

SECOND WEEKEND - May 27, 28

After a hectic four days in Vancouver, the pilots and their crews started heading towards Princeton again - among those who started out early on Friday evening were Bernie and Keith who needed the extra time to enable them to make repairs to their Ka 6. Unfortunately they were greeted in Hope with the news that the Highway to Princeton was closed due to a mud slide. After thoughtfully calling those who had yet to leave Vancouver, they hurried on to Princeton via the alternate route adding some 3 hours to their journey. Meanwhile Russ Yard planned to camp on the roadside and await the highway reopening; he and Jo decided to 'rubber neck' the slide area and after chatting to the Highway crews they were allowed to scoot through, saving a lot of driving.



PRINCETON CONTEST (Cont.)

Everyone eventually made it by Saturday noon - some the long way and some by waiting till the road reopened. Eventually the action started - KAMLOOPS AND OPEN was the distance task declared. Vic Shobridge had arrived to provide the tows, but it appeared doubtful at first whether anyone would even reach Kamloops. However, when Paul Kalmar rose rapidly after thermalling on tow and scooted northwards, the hustle to take off positions finally began. Then the crews took to the road as directed - no easy retrieves in store today.

Crewing for Peter in the Phoebus were Doug Mumford, Helmut Gebenus and the writer. It was around four o'clock when we began to roll, thankful to have Monty Williams' radio along as efforts to get our own ground station to work had not been rewarded. We eventually had word to take a break "when you reach Paul's field".. Paul had chosen to land convenient to the road on high ground and his crew were already working on plans for retrieving the Ka8 over the wire fence. While waiting for Peter, who was gradually climbing out of that hole, we were able to offer a little assistance, but soon we heard the command "PROCEED" and began dashing along the rolling country to Merritt. Inevitably we lagged behind but could hear that the Phoebus and Cirrus were now flying together and we were to hurry to catch them. The evening lift continued to support them to the turning point and, while they could slip around and start for home - it being apparently the best choice of direction and sincerely appreciated by the crews, we had to get into town for gas and waste precious minutes filling up - gas for the car and a beer for the men while 'old faithful' kept her sobriety for the 'speed' trip home.

Climbing out of Kamloops we re-established contact some miles out and were surprised to learn the two ships were still airborne as it was getting late. Eventually the Cirrus lost out and hedge hopped into a good field near the Guichon Ranch. Meanwhile the Phoebus advanced warily, not wanting to lose out and using every inch of lift to be found. Scraping a bit more from the barrel, Peter announced "Merritt Airport's in the bag". On we went and down he came - slipping off some 2000 ft. before we arrived and then deciding to practice an 'ASW-12' landing (no dive brakes) he side-slipped the full length of the black top and finally came to rest on the rough at the end. Mosquitoes were there in abundance but, with the efficient and unusually large crew, the bird was soon stashed away. Returning to Princeton too late to learn the fate of the other pilots, breakfast next morning provided the opportunity. The nature of the day had made it difficult to get away from Princeton and consequently the Ka6 was unable to make too much headway. Russ Yard in his Cherokee also found the going tough and finally packed the ship away.

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PRINCETON CONTEST (Cont.)

Results after 3rd contest day (Saturday, May 27th)

Phoebus "WLR"	Peter Timm	940	2176	1st
Cirrus "BMX"	Peter Lamla	734	1495	4th
Ka8 "PVL"	Paul Kalmar	246	1929	2nd
Cherokee "OXX"	Russ Yard	129	259	5th
Ka6 "SHG"	Bernie Brayshaw	88	1583	3rd

4th Contest Day - Sunday May 28 - Task: Merritt and return

Again the day developed late delaying the start. For the Phoebus' crew, it was a trip to the highlands some 25 miles out, a long HOLD and a race back - trying to make it in time to watch him cross the finish line (for the first time we made it!). Paul Kalmar was hot on Peter's heels in the Ka8, so those two made it back. Keith Godfrey made good headway to Merritt but couldn't quite get over the crest to reach the turn point. However, he was heard saying "after landing in that place, I'd land anywhere", indicating perhaps how competition flying can greatly increase one's experience both voluntarily and involuntarily.

Results of Last contest day:

Phoebus "WLR"	Peter Timm	940
Ka8 "PVL"	Paul Kalmar	701
Ka6 "SHG"	Keith Godfrey	257

After packing away the club ships, arranging tow vehicles (a vote of thanks to the Lamlas who took the Ka8 home, because of car problems experienced by other members) we headed for supper at the local 'Travellers' Restaurant. In keeping with Paul's tradition 'wine for everyone on a winning day' - there was wine again and since we had a long drive back, only co-pilots and crew chiefs could really enjoy it (I sure did). And so the journey home, trailers left in Hope and the end of the weekend nigh.

FINAL RESULTS:

Phoebus "WLR"	Peter Timm	3,116	
Ka8 "PVL"	Paul Kalmar	2,630	
Ka6 "SHG"	Keith Godfrey	1,840	Bernie Brayshaw
Cirrus "BMX"	Randy Jang	1,495	Peter Lamla
Cherokee "OXX"	Russ Yard	259	

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CONGRATULATIONS

To -- Elvie Smith (Gatineau G.C.), Vice President-Operations of United Aircraft of Canada, Ltd., who received the McCurdy Award for 1972 from the Canadian Aeronautics and Space Institute. The McCurdy Award is the top honor in the scientific and engineering areas of aviation in Canada. (AW&ST, June 12, 1972).

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CONGRATULATIONS

To -- Ian Oldaker and Tony Sawatzki (both of Winnipeg G.C.), who have completed their TERN aircraft after four years of determined effort. First reports are favourable after the inaugural flight of Ian's aircraft on May 20th and Tony's in June.

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ADVANCE NOTICE

Canadian Air Line Pilots' Association -  
5th Technical and Air Safety Forum

September 19-21, 1972

Skyline Hotel, Montreal, Quebec, Canada.

September 20 - Industry Day and Awards Banquet.

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W A N T E D

BAROGRAPH - (preferably "Winter")

Please contact: Kitty Halbroth  
285 - No. 3 Samson Place,  
CHOMEDEY, Laval, Quebec.  
Tel: (514) 688-0692.

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CONTACT  
SEAGULL SOARING SUPPLIES,  
3140 NOEL DRIVE, BURNABY 3, B.C. 604-936-2704

JULIUS NAGY, 720 Conacher Drive,  
WILLOWDALE, Ontario, Canada.  
Telephone: 416-225-9433.



"TAKE UP SLACK"

by Jeff Tinkler

I wonder if you remember the first time you were asked to signal for a glider take-off? What instructions were you given? Perhaps it was an occasion when no one else was available and you were hurriedly told to stand in front and to the side of the tow plane and repeat the signals of the wing tip signaller. Or were you fortunate enough to have a deluxe briefing in which you were shown the signals for "take up slack", "all out" and "stop"? As any signaller knows, these are the only signals used and they are easily learned. The real responsibility of the signaller's job is in deciding when to use the signals. In this respect, he gets little guidance.

Consider a typical launch. The pilot goes through the CISTRSC cockpit check and indicates he is ready to be launched. This message should be interpreted by the signaller as "pilot and glider are ready, proceed with the launch if it is safe". The wing tip signaller is in an excellent position to observe launch conditions so it is his duty to decide when it is safe to start the tow plane moving. He should have been monitoring previous operations so that he knows for sure that the tow line has been checked for knots, does not overlies itself and hangs properly from the glider hook; that the spoilers (or air brakes) are closed, canopy fastened, and that the tow plane flaps are set for take off. Above all, he should have been monitoring the sky. A landing aircraft (especially a glider) has absolute priority over one taking off. The pilot sitting in the glider on the ground has a very limited field of vision and he relies entirely on the signaller to make sure that no other aircraft is landing. Remember, a glider pilot is not always able to adhere to a "standard" circuit - he may have misjudged his flight so that he has to do an opposite-hand circuit or even a straight approach from down wind, appearing silently from behind a tree. Some cockpit checks have an item "O - Obstacles" at which the pilot calls out "All clear above and behind?" The signaller, after checking, replies either "No!" or "All clear above and behind". The CISTRSC check has no such item. The onus of checking the sky is the signaller's with no reminder!

Supposing all is clear for the take off, the "take up slack" signal is given by the wing tip signaller. It is repeated by the front signaller who should be at an angle of about 45° to the tow plane path so that the tow pilot can see him clearly, far enough up-field so that he hardly need move as

"TAKE UP SLACK" (Cont.)

the cable tightens, and far enough to the side to avoid the glider if it should ground loop after an early cable break. The wing tip signaller watches the cable tightening (as well as continuing his check that the sky and airfield are clear for take off) and gives the "all out" signal as the cable comes tight.

Sometimes, as the cable tightens, the glider gets a jerk and over-runs the cable. If this happens, shout "STOP!" and signal stop immediately. The least danger of the glider over-running the cable is for a snatch launch with probable cable break. The worst danger is for the looped cable to snag the main skid, wheel or tail skid. A tail skid launch is spectacular - the glider accelerates to flying speed, climbs rapidly, flips onto its back and kills the pilot. I hope you never see one - or experience the momentary thrill.

Incidentally, anyone who considers it unsafe for the launch to proceed should stop it by yelling "STOP!" and giving the "stop" signal. This is repeated by the signallers. On hearing the cry of "stop", the glider pilot should pull the release knob and abort the launch even if the tow pilot misses the signal. To re-start the launch, the danger (whatever it was) has to have passed and the same caution as before used to check that launching will be safe this time.

The prime purpose of all this signalling is to communicate the glider pilot's wishes to the tow pilot. But the signals are of great interest to other people, especially airborne glider pilots who are assessing conditions on the landing strip, and people wanting to move on the airfield. They need to know what is happening at the launch point and therefore want to see the signals. So the signals must be given clearly.

Next time you give "take up slack" or "all out" make your signal unmistakably clear; display the confidence that all is safe for the launch. If you believe that the launch should stop (even if you are not a signaller) do not be afraid to shout "STOP!" in such a way that the command is obeyed. Remember we rely on each other for safe launches.

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"Take Up Slack" was taken from the Winnipeg Gliding Club's  
SOCKTALK.

The following article has been translated into English by Richard Robinson of SOSA Gliding Club. It first appeared in "HOBBY", a technical magazine published in West Germany. Unfortunately the photos which accompanied the article, could not be reproduced for Free Flight. Ed.

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#### POWERED BLANIK

"The Sigmund-Flugtechnik in Mosbach/Baden, West Germany, has developed the first motor glider with two engines. The aircraft maintains the same excellent flight characteristics as the "basic Blanik" according to the developer.

The "thing" really flies; and not bad at that---the world's first motor glider with two engines! The designers at the Sigmund-Flugtechnik are excited: "the modified 'Blanik', a high performance sailplane built at the Czechoslovakian aircraft works in Kunovice, is better than any single engine motor glider; and at 40,000 Deutschmark, not even that much more expensive than a single engine motor glider", praises the chief designer, Mr. Alfred Vogt of his showpiece.

The maiden flight is completed, but there are still two hurdles to overcome. One is the approval of the Air Ministry; the other to establish contact with the Czechoslovakian manufacturer. There is a market potential of at least 30 modified aircraft per annum, provided that the Czechs can deliver.

"It is out of the question to manufacture the Blanik in Germany; the final sale price of 100,000 DM would be prohibitive. We intend to purchase the machines in Czechoslovakia and modify them here", we are told in Mosbach. The modification of these sailplanes should commence in 1972, but the chief designer, Mr. Vogt and the owner of the company, Theo Sigmund, don't want to divulge too much more. They do mention, however, that "the marketing possibilities for this aircraft are really tremendous".

#### Flight Test:

At the maiden flight of the aircraft, everything is rather hectic. With IAS of almost 150 km/h or approximately 95 mph, the motor glider circles over the Odenwald mountain tops at about 800 m AGL.

POWERED BLANIK (Cont.)

Mr. Vogt, the pilot, reports "that the aircraft 'feels' fine and he will now test the gliding characteristics". About a half hour later, the test pilot lands the machine smoothly and exclaims happily, "we have done it; the aircraft is okay".

After that, some of the until then carefully-guarded secrets are revealed! The Sigmund-Flugtechnik will try their hand at small aircraft building and the modified Blanik will be their first example of ability and "know-how".

Engine Mounts:

They are not just anywhere on the wings, but exactly where they aerodynamically should be. They are formerly manufactured by Lloyd, an automobile manufacturer in Bremen. They are two-cycle engines of 400 ccm displacement developing 22 hp at 5,500 rpm. They were built, however, for motor boats and skidoos.

To use them on the Blanik, duo-carburetors for three-dimensional aircraft movements were added. The exhaust gases did cause some problems which, according to Mr. Vogt, are now solved, however. The special exhaust system permits maximum power output at the best possible noise control.

The range of the aircraft can be increased from 500 to 900 km by removing one seat to make room for a reserve fuel tank.

Flight Characteristics:

The modification did not alter the excellent flight characteristics of the Blanik. The gross weight is 620 kg or approximately 1,370 lbs. The glide ratio is between 1: 20 and 22. We are told that it will take a few more months before the Blaniks are ready to go on the market. The aim is to provide a completely foolproof aircraft, an aircraft for the enjoyment of many pilots.

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ATTITUDE & PRACTICE

by Franck Pellerin

The last issue of "INSTRUCTOR" was again most interesting and contained very valuable information which we reproduce for you here with the kind permission of the B.G.A.

ON SPINNING

DON'T get into the habit of thinking that a spin, incipient or full-blooded (metaphorically speaking) is just one of those things, especially when it happens off a low, slow final turn.

DON'T get into the habit of thinking after one spinning accident, 'Oh well, we haven't had one of those for some time, we were just about due'.

DON'T, if it does happen, make the excuse that it was exactly similar to a previous accident.

DON'T put off spinning practice with pupils. You need not actually get to LIKE spinning, but as an instructor, you MUST be able to teach and demonstrate convincingly.

DO make sure that all members understand the potential situations in which spinning can occur. Low thermalling, slow, sloppy turns, turns in wind gradients, etc., etc., not forgetting launch failures.

DO try to simulate the above conditions when practising and teaching spinning. If people get to think that the spin is some sort of aerobatic manoeuvre, to be brought on deliberately and never accidentally, THEY WILL GET CAUGHT OUT.

DO all you can to ensure that no one who passes through your hands at your club becomes a spinning statistic.

Spinning, stalling, loss of control due to low airspeed etc., are still the cause of many of the more serious accidents to gliders. In spite of the thousands of words written on the subject, it appears that many pilots do not realise:

- a) the phase of flight when these conditions are most likely to occur, e.g. while THERMALLING, on SLOW LAUNCHES, in STEEP TURNS, in SEVERE TURBULENCE, and in WIND GRADIENTS;
- b) the 'feel' and behaviour of the glider they are flying under these conditions.
- c) how to prevent loss of control when the conditions have been recognised;
- d) how to regain control.

## ATTITUDE & PRACTICE (Cont.)

### The 'Inadvertent' Spin:

A remarkable number of stalling and spinning reports contain such phrases as "the pilot 'inadvertently' allowed the wing to drop.." Instructors should ask themselves if they pay enough attention to this aspect of training.

Starting at the beginning, a spin is likely to develop if a wing drops at or near the stall. The angle of attack on the downgoing wing may be increased to greater than the stalling angle, while that on the upgoing wing is reduced. Due to the increase of lift beyond the stalling angle, the total lift on the downgoing wing is less than that on the rising wing and an unstable rolling motion is set up. After the stall, there is a marked increase in drag, therefore the drag on the downgoing wing is higher. This results in the nose yawing towards that wing, thus slowing it down relatively to the other wing, causing it to lose yet more lift.

The final result is a fully stalled wing, with the nose of the glider rotating automatically towards the lower wing.

THERE IS ONLY ONE CORRECT FULL SPIN RECOVERY ACTION. Full opposite rudder, pause, stick smoothly and progressively forward until the rotation stops, centralise the rudder and recover from the resultant dive. There can be no variations from this technique, only additions or further advice.

- Additions:
1. It is advisable not to apply aileron during this manoeuvre.
  2. If, after rotation has stopped, airspeed is rapidly increasing, it may be advisable to open the airbrakes.

It is not enough for instructors to teach 'incipient' spin recovery only. Every pupil must be put through full spins until recovery is automatic. If your club has one of these mythical 'unspinnable' (OK, so some are more difficult to spin than others) two seaters, try to arrange for a session in, say, a Tiger Moth, and that should really teach them a thing or two. Make sure that all members, and yourself, keep in spinning practice. No-one, no matter how hot his ship, or how much he is the club 'pundit', should be above this.

★★

In spite of all that has been written, said and argued about the correct spin recovery, one salient point remains - getting into a spin in the first place.

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### ATTITUDE & PRACTICE (Cont.)

Perhaps there is a certain amount of academic value in knowing one is in a full spin at 200 feet above the ground - correct recovery action at this stage may not help very much. What IS important is that in all accidents of this sort, the victim may not have realised that he was entering a state of flight which was potentially dangerous. Slow flying, slow turns, steep turns with inadequate airspeed should be demonstrated and practised continually. In particular, low turns to wind gradients and high winds can be dangerous, irrespective of airspeed.

As instructors, you must differentiate between spinning and the wing-dropping case during a turn. The recovery from the semi-stalled wing drop is to take the backward pressure off the stick, which returns the glider to normal flight quite readily. This action will stop entry into auto-rotation, and it applies at 10,000 feet just as much as at 100 feet on the approach.

Don't forget, either, the potential dangers of low turns on launch failures or low thermalling by the scratcher. Deliberate spinning in itself will not safeguard the pilot against an 'inadvertent spin'. It should, if he adopts an analytical approach, make him aware of the consequences: we should give due consideration to the spinning of each type as the pilot converts.

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"Flying is inherently safe, but like the sea, is terribly unforgiving of ignorance, incompetence, carelessness or neglect".

### ON COMPLACENCY

"... The origin of complacency is found in confidence, an indispensable trait for the successful pilot. All pilots have confidence levels which are determined by their past experiences, training and type of personalities. For some, their confidence level is proportionate to the number of operating engines or redundancy in avionics. As a pilot's learning curve in a new machine begins to flatten out, decisions become easier and flying becomes more routine... The earliest effects of complacency are subtle erosions of the desire to remain proficient. The pre-flight check becomes less complete and more automatic. The pilot is less attentive to the care of his oxygen mask and survival equipment. Items

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ATTITUDE & PRACTICE (Cont.)

dealing with his personal safety are those most frequently neglected by the complacent pilot. In addition, because of his success in mastering his environment, he becomes likely to play a flight by ear rather than plan ahead for possible contingencies. It would appear that complacency is a state not too far removed from spring fever. There may even be physical symptoms such as a gradual increase in weight and a general decline in physical condition caused by lack of attentiveness to physical programmes.

Like a pilot who suffers from hypoxia, the complacent pilot is unaware of the gradual deterioration in his performance. He loses the ability for critical self appraisal. His adrenal glands seem to have become drowsy. Boredom and inattention are the chief cockpit manifestations of complacency. 'Fat, dumb and happy' sums up the condition better than any mouthful of erudite psychological terms. To make matters worse, complacency is reinforced by an airline's safety record and the acknowledged mechanical reliability of a particular aircraft. Instead of profitting from the incidents and accidents of others, the complacent pilot says 'This can't happen to me'. These cherished thoughts about one's immortality may bolster the ego, but they expose the flesh to a variety of adversities. Although complacency may be the cause of a major event like a mid-air collision, for the most part it induces more minor incidents and accidents. Ground incidents are frequently the result of a complacent pilot's actions.

Complacency is easier to prevent than cure. On the supervisory level it is essential to realise that some degree of complacency is inevitable in all pilots. Only a thorough and vigorous programme of proficiency provides for habit reinforcement and assures high skill levels. The pilot may help prevent complacency by developing a very high standard of perfection, not only for his flying performance, but for his physical and mental condition as well. Because of the disarming nature of complacency, and because it is associated with experience and confidence, both qualities of high-time pilots, it is a frequently overlooked factor. Increased vigilance and determination on the part of pilots and supervisory personnel are required to prevent its effects."

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(Reprinted from the RED RIVER SOARING ASSOCIATION Newsletter. Ed.)



GENESIS

Alone in the empty summer sky - searching -  
he turns. Slender wings bank gently  
as the solitary pilot feels, as  
with outstretched fingertips, for the lift  
of warm convecting air moving, urgently upwards,  
away from the sun's radiant warmth upon  
the surface of the earth - far below.

Upwards they climb, to where small  
white clouds are being born suddenly -  
of the warm dampness of the earth as it lifts  
rapidly - to cool - condense - and explode  
into brilliantly white summer clouds.

In silent laughter he speeds, downwind -  
following the streets of clouds as they build  
into castles and canyons - washed to a blinding  
whiteness in strong sunlight.

Gently, he sighs with the quietness of the wind  
as it dies away and they circle once again -  
Searching - Climbing - Soaring - ever higher  
to look, as far as the eye can see  
from horizon to horizon.

Sky above - sky below - a pilot  
and his sailplane !

Two - are One.

★★

Leonard Wheeler  
Edmonton Soaring Club



## CLUB NEWS

### COLD LAKE SOARING CLUB

(Letter from Capt. J. Skotnicki).

The Cold Lake Soaring Club was formed in March 1971 with Maj. N. Ronaasen as President. Total paid up membership for that year was 31. The actual flying operations did not begin until August of that year, and within the next 3 months, 197 flights were flown for the total of 19 hours. Two gliders were used, a RHONLERCHE II belonging to the club & a Schweizer 2-22 on loan from the Saskatchewan Air Cadet League for the rest of the season. Mainly two methods of launch were used, auto tow and winch, although several air tows were made on two different occasions.

In January 1972, the Club has added another glider to its inventory, a BERGFALKE III imported from Germany. In addition, one of our members now owns a glider, therefore it appears that in the coming season, at least three gliders will be in operation. At present, the Club's membership still numbers 31, but it is hoped that this will increase. The winter activity involves a series of lectures designed to help students obtain MOT Glider Pilot Licences.

### CU-NIM GLIDING CLUB

(Taken from Spring newsletters).

The Bergfalke and Auster were liberated from the snowy plains of Pincher Creek, & are now at Black Diamond. A new hangar now shelters the Bergfalke.

Club activity so far this year has been gratifying; there has been more student flying than there has been for many years. For this our thanks go to DON SKINNER who has undertaken most of the instructing. ....

### CU-NIM (cont.)

Fifteen Boy Scouts were given associate rides during May.

Bruce Hea (Libelle), and Klaus Stachow (Phoebus) flew to Medicine Hat recently; and André Dumestre was awarded the Carling trophy (retroactively for 1971) for his record breaking 200 KM. out and return flight.

(Details of the Victoria Day contest are elsewhere in this issue).

### EDMONTON SOARING CLUB

(Taken from "Towline")

The Western Canadian Soaring Championships will be held at Claresholm, Alta., from July 9th to 15th. This will be the first time that a "Western" Championship of this duration has been held. The only other occasion in which Alberta has hosted a meet of this scale was in 1969, when we hosted the Canadian Nationals at Innisfail. Our Club is primarily responsible for the successful organization of this contest, with a committee consisting of John Pomietlarz, Dan Pandur, Dave Marsden, Les Passmore, Marty Slater, Jim Janzen and Garnet Thomas. Students and prospective students should take special note -- the 2-33 will be available for a "training camp" all during the contest. Training could be done every day before contest flying starts, and again in the evenings. There would be no better way to learn than to train intensively for a week. Alberta Soaring Centre?

Last winter, independently and unbeknownst to each other, both the ESC and Cu-Nim Club made approaches to the Alberta Government for assistance in establishing airfields, etc. It was discovered that these independent

### EDMONTON SOARING CLUB (Cont.)

approaches don't cut much ice with the Government, and so, largely through the initiative of Klaus Stachow of Cu-Nim, we held a meeting in Red Deer to join forces under the wing of our Provincial Alberta Soaring Council. The objective at the moment is to persuade the Government to lease us a site which could be developed as a year round location for training, contests and just plain pleasure flying. It is hoped that we can locate a site where thermal, ridge and even wave conditions can be flown at various times. Victor Berg is acquiring the map information needed to locate a site, and once the site(s) is chosen, then another approach will be made through whatever political channels are available to us as an Alberta organization. In a sense this is Klaus Stachow's idea, and he seems dedicated to the cause "no matter how long it takes". A committee will soon be formed to coordinate this Soaring Centre project.

### LONDON SOARING SOCIETY

(Letter from Joe Thompson)

Since our last letter there has been considerable activity in preparation for the '72 season. The L-Spatz has been sold to a partnership consisting of our two Pete's, Lambert and Flanagan. A new canopy is being fitted, along with a new finish, blue fuselage and white flying surfaces.

Also starting this season with a new paint job, is our 1-26. The original silver is now replaced by a red fuselage and tail surfaces and white wings. The main purpose of this change is to improve in-the-air visibility and hence safety. Viewed from above,

a silver plane just does not stand out, especially in our muggy summer weather.

Perhaps of greatest significance is the fact that we have a brand new, zero time Mk. 10 Gypsy on its way from England. This should rejuvenate our Auster and we're looking forward to great things.

Having had a weasel winter in one of our gliders, we would appreciate hearing from anyone knowing how to prevent this. (Possibly a check for presence of the 'criters' should be part of the daily inspection!) We've been told that moth balls will keep them out; if anyone can verify this or offer other suggestions, it would be appreciated.

A small delegation made the trip to Peterborough for the AGM and this proved to be an enlightening experience. There are obviously some dedicated people devoting a lot of time, energy and money on our behalf and it should be every clubs' aim to have 100% membership in S.A.C. to give these people the support and encouragement they deserve; after all, we can only benefit. Look at the proposed airspace restrictions in Germany (ref. P. Wills' letter, April '72 'SOARING') and Sweden (April '72 'SOARING' CIVV report). Think; we could be next if we don't act now.

### RED RIVER SOARING ASSOCIATION

(Taken from the RRSA Newsletter).

As work has progressed on the J3 engine, further damage has been discovered and a recent Directors' meeting having considered the various options open, decided to attempt to sell the J3 "as is" and use the proceeds, plus the insurance money already received, to



RED RIVER SOARING ASSOC. (Cont.)

the Club's best advantage in the future. Anyone knowing of a possible customer for this engine should contact any one of the directors.

Now the good news! Our revered CFI, Geoff. Taylor, has purchased an aircraft which he proposes to have available for towing. Consequently, the Club should be able to continue to be the only Club in Manitoba offering both winch launches and aero tows. (In fact, - there aren't many clubs in North America offering both!)

Cadet Scholarships: We now know that 176 Air Cadet Squadron has agreed to finance two cadets to learn to fly with the Club during the coming season or so. It is possible, but not yet certain, that a third cadet scholarship will be endowed by one of the local women's auxiliary groups.

Wave Camp: It is proposed once again, to hold a wave camp at McCreary during September.

High Altitude Course: A High Altitude Course - appropriate perhaps after the previous item - is being offered by the Canadian Forces, if there is sufficient interest. The date is not yet known. All interested members should contact Gerry Heinisch.

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SOSA GLIDING CLUB

(Letter from Laurie Miller).

SOSA faces the new season with several new things, including a new level of frustration as we wait for the weather to act like spring.

April past was the cruellest month, breeding muddy puddles all over the runway, stirring the quiescent pilots, feeding their hopes with a few decent days. Dur-

ing the winter we were at least warm, arranging and re-arranging instrument panels, reading books on gliding, or just dreaming about flights past or to come.

A few of us stayed busy on long term construction projects. Notable is Willy Krug, now two years into construction of a high-performance fibreglass sailplane of his own design. The challenge is enormous but Willy keeps at it, all in his "spare" time. The fuselage is well on the way to completion and by buying Cirrus wings, Willy could have the machine in the air early next year.

Other new aircraft have entered the club fleet in more orthodox ways. John Featherstone and Jim Aitken became tired of flying sitting up and bought a Diamant. Jim Carpenter sold his HP-11A and now has a Libelle. A few more of these easily-rigged, trailer-storable glass birds may relieve the pressure in SOSA's sole hangar. Twenty-one gliders and two tow-planes have to be crammed in now. There is much discussion of building an additional hangar, but the (roughly) \$16,000 price tag keeps putting us off. Maybe the trend to storing one's plane in the trailer and rigging before each day's flying will continue to develop, saving both hangar cash and hangar space.

John Brennan and Laurie Miller were elected directors at this year's AGM, to hold office through 1973. Al Cronin has had to resign for business reasons and the balance of his directorship will be filled by CFI Vince Steele. Peter Trounce, President, Max Harris and Eric Ketonen are halfway through their current two-year terms. Peter van Dijken has finally found someone to take the next turn in the



SOSA GLIDING CLUB (Cont.)

key and demanding position of treasurer. Jack Knowles is working with Pete for a few months, then will take full control, allowing Pete to get some time for his Skylark.

SOSA's fee schedule has been re-arranged with membership rates up to \$105 per year, but flying charges down somewhat. Tows are now \$1 per 1000 feet (except \$1.50 for first 1,000 ft.) & the gliders

(2-22s, 1-26s, 1-23 & Blaniks) cost 8¢ per minute (11¢ for the 1-34). The flying charges for non-member pilots are still being discussed.

There is also the small matter of the 1972 Nationals, which SOSA hosts July 25th to August 3rd. Al Sunley, who managed the contest in Carman, Manitoba, in 1970 is heading the effort again, as his reputation preceded him to SOSA, his new club.

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VANCOUVER SOARING ASSOCIATION

(The following article was written by Christine Timm, editor of the "Vancouver Soaring Scene"):

"NEW MEMBERS - The Editor --

A recent experience of joining our club was passed to me by a Business Associate of mine. She explained her feelings and why she and her husband decided to buy a boat instead! It has prompted me to suggest that we ask ourselves some questions.

How can we encourage prospective members, show our hospitality, be more friendly and welcoming - particularly out on the field. Do we in fact want our club to grow? What about each of us giving some thought to these points, remembering that each one of us as members, has a duty to our club and its image. Let the Directors know how you feel and send in some suggestions for printing in the "Soaring Scene".

"I'm a New Member - taken from the "Link", published by the National Secretaries Association, Vancouver Chapter.

I see you at the meetings,  
But you never say hello;  
You're busy all the time you're there  
With those you already know.  
I sit amongst the members,  
And yet I'm a lonesome gal;  
The new fish are as strange as I,  
You old gals pass me by,  
But, darn it, you gals asked us in,  
And you talk of fellowship;  
You could just step across the room  
But you've never made the trip.  
Why can't you nod and say hello,  
Or stop and shake my hand,  
Then go and sit among your friends,  
Now, that, I'd understand.  
I'll be at your next meeting,  
Perhaps a nice lunch to spend;  
Please introduce yourself,  
I want to be a friend.

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WINNIPEG GLIDING CLUB

From "Socktalk"

Members of W.G.C. and the Red River Soaring Association are holding talks regarding a possible amalgamation. Anyone with any queries or comments to make on this matter, should contact Dennis Miller, who is chairman of the committee looking into the scheme.

Also of interest is that Ian Oldaker and Tony Sawatzky are running a ground school at Pinawa this year. They had 22 people at their open night (pretty good for the boondocks) with visitors coming from as far away as Lac du Bonnet and Great Falls. These two entrepreneurs had a 9 lecture series planned for Thursday nights, which by now is well under way.

\*\*\*\*\*

Also from "Socktalk"

VIVE LE RACONTEUR

Glider pilots have the advantage of their land-bound companions when it comes to topics of conversation. Not only can they talk about all the usual topics such as football, politics, religion and sex (in alphabetical order) but they usually have a fund of flying anecdotes. One of the best I've heard was told by Paul Tingskou, and he claims it is true. A pilot giving an aerobatic display in a 1-34 realized that his low-level inverted fly-past had left him too low to recover. Landing upside down between parked cars with the wings on their roofs, he climbed out unscathed - except for his pride.

The object of re-telling that episode in a safety article is not to encourage you to attempt to generate a better one, but to draw your attention to the rewards of story-telling, especially for the listeners. No matter how much laughter a story provokes, an element of a safety lesson is learnt. Tell your stories, listen to other people's, enjoy them ... and live.

Jeff Tinkler,  
Chairman, Safety Committee

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(Glory's no compensation for a bellyache. --- Rudyard Kipling---)

\*\*\*\*\*  
\* 1972 MCCREARY WEEKEND - SEPTEMBER 16-17. \*  
\* Sponsored by the Winnipeg Gliding Club (see write-up of last \*  
\* year's camp on Page 18 of FREE FLIGHT Issue 1/72). \*  
\* \*\*\*\*\*

# THE SOARING CLUB OF NOVA SCOTIA

(Photograph and write-up taken from the Truro Daily News, 29 May 72).



Two modes of transportation—both of which are becoming popular, both of which are safe in the hands of a skilled operator and both pollution free—were seen at the Soaring Club of Nova Scotia's monthly meeting at the county courthouse on Sunday afternoon. These two methods are the bicycle and the glider.

## PLANS FOR A GLIDER GROUND SCHOOL ARE WELL UNDER WAY

It was decided at a meeting of the Soaring Club of Nova Scotia on Sunday afternoon, that the training program will commence as soon as the glider can get its airworthiness certificate.

Plans to start a ground school are well under way according to Bernard Gower of Wentworth, the Chief Flying Instructor. The sections which will be taught are: meteorology, the theory of flight, airmanship, navigation and ground handling.

Cont.

THE SOARING CLUB OF NOVA SCOTIA (Cont.)

The cost of learning to soar will be on an average of about \$235, and can be broken down into: about 30 trips in a glider with the instructor at three dollars each seven minute trip which comes to \$120, 15 trips solo at two dollars per seven minutes which comes to \$30, ground school which will cost \$20, books which will cost \$10, a medical by a Department of Transport approved doctor which will cost \$15, a student permit which costs five dollars, and the soaring licence which costs \$10, making a total of \$185. The remaining \$50 is the membership dues in the soaring club.

June is a special month to the gliders, in that 123 years ago the father of gliding, Otto Lilienthal was born. He started gliding in 1867 in Germany.

The Soaring Club of Nova Scotia is the first club of its kind in the Maritimes and has 29 members so far, mainly from Truro and the surrounding area, but with some members coming from Pictou and New Glasgow.

James B. Fleury of Truro, the President of the Club, said that one of the programs they have been working on throughout the year has been to develop a completely qualified cadre of instructors.

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LETTER FROM THE SOARING CLUB OF NOVA SCOTIA DATED 12 JUNE  
READS:

"Well we finally received our Schweizer 2-22, purchased at Grand Rapids, Mich. A lovely aircraft. We did our DOT air test requirements on it yesterday at the World War II airfield at Debert, 12 miles from Truro. We used straight car tows and everything went off beautifully during the 20 5 to 7 minute flights. We commenced our Ground School last evening with 12 new members getting their first introduction to gliding."

J. Harry Waugh  
Soaring Club of Nova Scotia  
P.O. Box 513, Truro, N.S.

Contact: Dick Mamini, 5716 Layzell Rd. S.W.  
CALGARY 10, Alta. (403) 243-3671.

Contact: Dick Mamini (address above).

Used one contest only.

Contact: J.M. Firth, 542 Coronation Ave., OTTAWA K1G 0M4.

Contact: Peter Trounce, 18 Belvale Ave., TORONTO 18.  
(416) 239-0239.

Contact: David Clark, 76 Pricefield Road, TORONTO 5.  
(416) 921-7597.

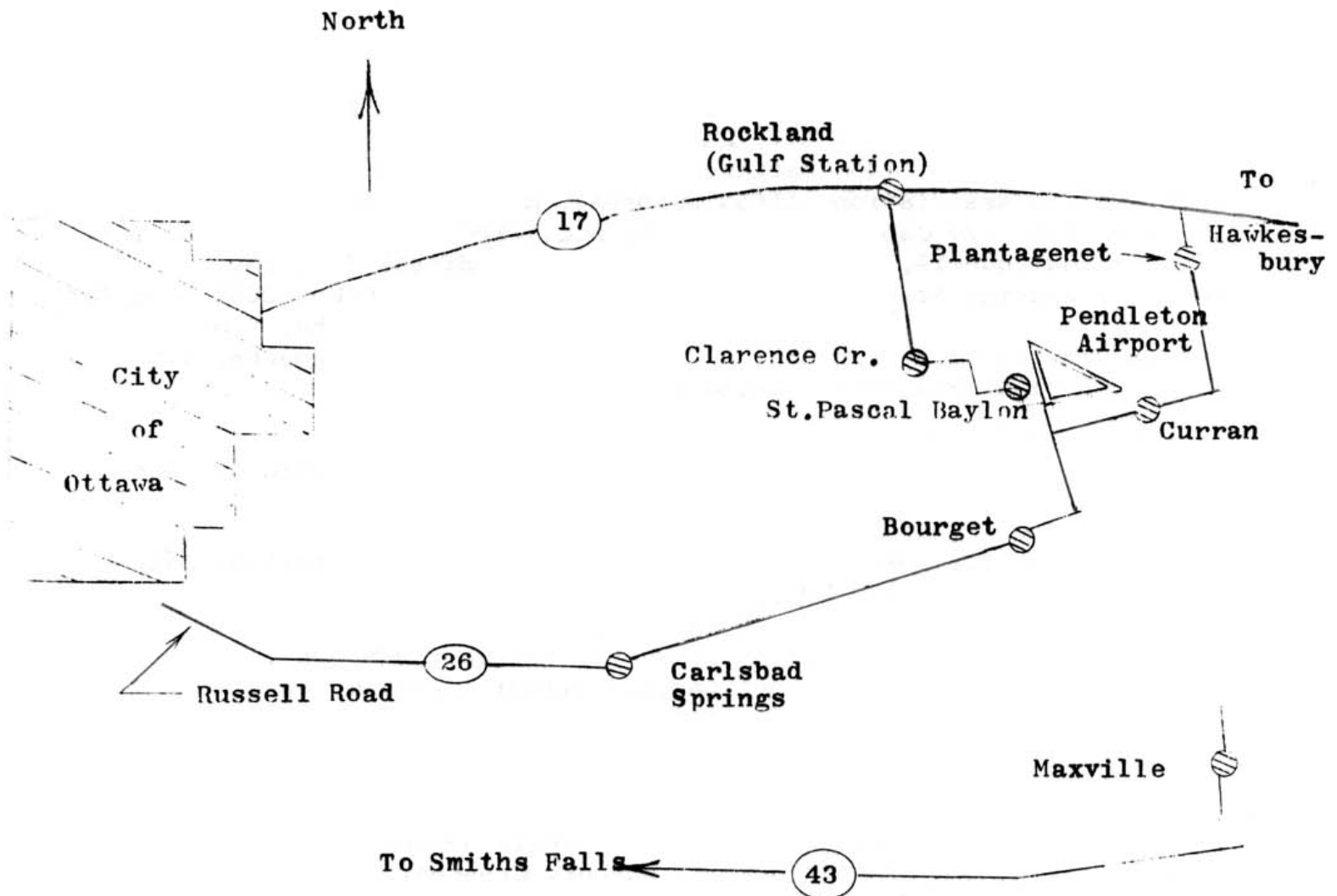
SCHWEIZER 1-26A Fresh C of A. Wings refinished. New wheels. Turn & Bank. Two Varios. Parachute. Schweizer type trailer like new. Contact: John Anthoine, 290 Queen St. East, Sault Ste. Marie, Ont. Tel: (705) 253-9703.

RADIOS Qty. 2 - 123.3, built from S.A.C. plans. Have been aligned by an expert and are working. Owner lacks electronic know-how for future servicing. Good opportunity for pilot with electronic background. Parts cost \$170 each. Best offer over \$100 each. Contact: Dick Robinson, 48 Checkendon Drive, Rexdale, Ont.

GLASFLUGEL NAVIGATION & FINAL GLIDE COMPUTER: Suitable for standard class gliders: Standard Libelle, Standard Cirrus, LS-1, ASW-15. Available immediately after '72 Internationals. Cost \$45; best offer secures. Contact: David Webb, 343 Dufferin Street, Fort Erie, Ont. (416) 871-3411.

(Advertising in Free Flight of personal equipment is FREE as a service to SAC members. For non-SAC members and for commercial advertising, a charge of \$8 is made for a full page. (Ads of 1/4-page at \$2 and 1/2-page at \$4 are acceptable). Cheques for the latter should accompany the ad & be made payable to S.A.C.)





Distance Ottawa to Airport (Hwy 17) - Approx. 40 Miles

17 etc. - Highways

Gatineau Gliding Club,  
Box 883, Station "B",  
Ottawa, Ontario,  
K1P 5S5

Club Contacts: Mrs. Terry Tucker,  
786 Chapman Blvd.,  
Ottawa, Ont., K1G 1T9  
Tel: 733 - 2165

C. W. Pattenson,  
14 Davidson Drive,  
Ottawa, Ont., K1J 6L9  
Tel: 746 - 4907

List of Member Clubs1. QUEBEC & MARITIMES ZONE

- Air Cadet League(Quebec), c/o E.Sourisseau, 5726 Sherbrooke St.W,Mtl,P.Q. Rms  
Appalachian Soaring Club, Box 271, Sherbrooke, Que. 216-  
Buckingham Gliding Club, 146A MacLaren Street, Buckingham, Que. 217.  
Champlain Soaring Association, 11655 Laforest, Montreal 356, Que.  
Lahr Gliding Club, c/o Capt. B.Irwin, ICAG H.Q.,CFPO 5000, Belleville, Ont.  
Montreal Soaring Council, Box 1082, St. Laurent, Montreal 379, Que.  
\*New Brunswick Soaring Association, Inc., c/o F.K.Fowler, P.O.Box 2086, Stn "C"  
Saint John, N.B.  
Nova Scotia Soaring Club, c/o Mrs. D. Byers, RR No.2, Tatamagouche, N.S.  
Quebec Soaring Club, Box 9267, Quebec 10, Que.

2. ONTARIO ZONE

- Air Cadet League(Ontario), c/o R.E.Nevin, 1107 Avenue Rd, Toronto 12, Ont.  
Air Sailing Club, Box 618, Station "K", Toronto, Ont.  
Algoma Soaring Club, Box 921, Sault Ste. Marie, Ont.  
Belleville Flying Club(1960), c/o J.E. Marker, Box 322, Belleville, Ont.  
Bonnechere Soaring Inc., Box 1030, Deep River, Ont.  
Caledon Gliding Club, R.R. No. 1, Erin, Ont.  
Central Ontario Soaring Association, Box 762, Peterborough, Ont.  
Chatham Air Cadet Gliding Club, 561 Lacroix Street, Chatham, Ont.  
Erin Soaring Society, Box 23, Erin, Ont.  
Gatineau Gliding Club, Box 883, Station "B", Ottawa, Ont. K1P 5S5.  
Lakehead Gliding Club, Box 161, Station "F", Thunder Bay, Ont.  
London Soaring Society, Box 773, Station "B", London, Ont.  
North Bay Gliding Association, Box 1612, Hornell Heights, Ont.  
Pioneer Soaring Inc., c/o D.Brown, 11 Norbury Crescent, Scarborough, Ont.  
Rideau Gliding Club, c/o H. Janzen, 172 College Street, Kingston, Ont.  
SOSA Gliding Club, Box 654, Station "Q", Toronto 7, Ont.  
Toronto Soaring Club, Box 192, Station "C", Toronto 3, Ont.  
Windsor Gliding Club, c/o H.Preiss, 2058 St. Anne, Windsor 35, Ont.  
York Soaring Association, c/o W. Chmela, 10 Courtwood Place, Willowdale, Ont.

3. PRAIRIE ZONE

- Melville District Gliding & Soaring Club, Box 961, Melville, Sask.  
Red River Soaring Association, Box 1074, Winnipeg, Man.  
Regina Gliding & Soaring Club, Box 406, Regina, Sask.  
Winnipeg Gliding Club, Box 1255, Winnipeg, Man. R3C 2Y4.

4. MOUNTAIN ZONE

- Cold Lake Soaring Club, Box 1714, Medley, Alberta.  
Cu-Nim Gliding Club, Box 5922, Station "A", Calgary, Alberta.  
Edmonton Soaring Club, Box 293, Edmonton, Alta.  
Red Deer Soaring Association, Box 963, Red Deer, Alta.

5. PACIFIC ZONE

- Alberni Valley Soaring Association, c/o D.Pearson, R.R.No.3, Port Alberni, B.C.  
Comox Gliding Club, c/o Cpl. D. Webber, CFB Comox, Lazo, B.C.  
Kamloops Soaring Club, c/o D.Lurkins, 627 Alberni Street, Kamloops, B.C.  
Vancouver Soaring Assoc., 1461 Terrace Street, North Vancouver, B.C.  
Van Isle Gliding Assoc., c/o G. Cleland, 917 Green St., Victoria, B.C.  
Yukon Soaring Assoc., 508 Hanson Street, Whitehorse, Yukon Territory.

SOARING ASSOCIATION OF CANADA  
Box 1173, Stn. B, Ottawa, Ont. K1P 5R2

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List of Supplies

<u>ITEM NO.</u>	<u>DESCRIPTION</u>	<u>PRICE</u>
1.	F.A.I. Soaring Badges - "A" and "B"	
	(a) Button - Screw Back ... ..	\$2.50 ea
	(b) Button - Clutch Back (Tie Back) ...	3.00 "
	(c) Pin - with Safety Catch ... ..	3.00 "
2.	F.A.I. Soaring Badges - "C" and above ...	Prices in Item 5
3.	" Soaring Awards - Rules (Booklet) ...	\$0.25 (5/\$1)
4.	" Sporting Code - (Booklet, Eng. & Fr.) .	1.50 ea.
5.	S.A.C. Application for F.A.I. Awards (4 pages)	0.10 "
6.	" Instruction Manual:	
	(a) Part I, Instructor's Guide ...	0.75 "
	(b) Part II, Air Instruction Notes ...	0.50 "
	(c) Part III, Student's Notes ... ..	1.00 "
	(d) Air Cards (11, Plastic-Laminated)..	3.00/set.
7.	S.A.C. Tephigram & Weather Briefing (Booklet).	0.25 (5/\$1)
8.	" Weather Briefing Form N-052 (8½x11 sheet)	No charge
9.	" Application for Official Observer (1 sht)	" "
10.	" Blazer Crest (Navy Blue) ... ..	\$6.50 ea.
11.	" Decal ... ..	0.25 "
12.	" Tie (Navy Blue with Glider Design) ...	2.75 "
13.	" Cap (Red, Green or Blue with white crest)	2.50 "
14.	" Glider Pilot Log Book:	
	(a) Single Copy ... ..	1.50 "
	(b) In quantity of 25 or more ... ..	1.25

NOTES:

- 1) Item 2 available ONLY from: Mr. C.M. Yeates,  
33 Simcoe Place,  
HALIFAX, N.S.
  - 2) Item 5 available also from C.M. Yeates.
  - 3) Items 6(a), (b) and (c) make up the SAC Manual.
  - 4) Item 6(d) Air Cards size 5" x 8".
  - 5) Make all cheques payable to S.A.C.
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S.A.C. NEWS (Cont.)

(The following letter was sent to all S.A.C. member clubs by David Marsden, 1972 President. Ed.)

At the 1972 A.G.M. of this Association a motion was carried that the Self Launching Sailplanes Committee should submit a summary of their proposal, to all member S.A.C. clubs, in order to determine whether the clubs supported the general line of negotiations taking place with M.O.T.

The attached pages summarize the situation in other countries, where data have been obtained, and indicate our present position.

It is obvious that the negotiation towards licensing arrangements are based on certain assumptions made regarding the raison d'etre for the self launching sailplanes. For this reason the assumptions made by the SLS Committee are indicated on the questionnaire sheet.

Clubs are asked to see that this matter is discussed by your instructors and directors, and to send in your response by July 30th. Failure to return the questionnaire will be interpreted as approval of the line of negotiation taking place.

Attachments: Annex 1 - Definition of Self Launching Sailplane  
 Annex 2 - Comparison of Licence Requirements  
 Annex 3 - Tentative proposals made to MOT (personnel licences)  
 Annex 4 - Revised proposals suggested for submission to MOT  
 Annex 5 - Questionnaire to SAC member clubs

Annex 1 Definition of Self Launching Sailplane						
Characteristic	F.A.I.	F.R.G.	U.K.	Orig.SAC	MOT Com- ment on SAC	Revised SAC
Max. weight (lbs.)	1650	1540	1650	2000		See note(3)
Max. takeoff run	1940	1940	1940	1940	1940	1940
ft. to clear ft.	49	49	49	49	49	49
Min. rate of climb	970	970	970	970	970	970
ft. in 4 minutes						
Max stall m/h	46.5	50	46.5	50	-	See note (4)
Min. (L/D) max	20:1	-	20:1	20:1	20:1	20:1
Max (L/D) spoiler open	8:1	-	8:1	-	-	-
Min. span, ft.	-	-	46 ft.	-	-	-
Max. seats	2	-	2	2	-	-
Max. power loading	-	-	20	20	-	-
16/h.p.						
Max. fuel (1 seater)	-	-	6 gals.	6 gals.	See note	-
(2 seater)	-	-	8 gals.	8 gals.	(5)	-
Min. sink at max.						
Weight (engine off, clean configuration)	-	295 ft/min	-	300 ft/min	300 ft/min	See Note (6)

Notes (1) FAI = Federation Aeronautique International

FRG = Federal Republic of Germany (West Germany)

(2) A dash (-) indicates no requirement published to our knowledge.

(3) SAC originally suggested 2000 lb. in view of the trend towards higher weights in N. America. MOT felt that there need be no such requirement provided that other characteristics which made the machine have a poweroff performance like a glider, were retained. In view of the fact that we are a part of sporting aviation it is now suggested that we stick to the FAI limit of 1650 lb. (750 kg) for single seaters and leave no limit for 2 seaters.

(4) Again, in order to be able to participate in future FAI approve events (or balloons etc.) I believe we should abide by the FAI definition for single seater, and leave it open for two seaters.

(5) The original suggestion regarding fuel capacity was included in our submission to MOT because I thought it was included in the FAI requirements. MOT believed it an unnecessary restraint to designers and I agree that it should be deleted. In any competition based on fuel allowance the ships can readily be fueled to only the required amount.

(6) Although not included on a requirement in FAI definition it is suggested that this is a prime parameter that makes the aircraft a glider and not an aeroplane. It is therefore suggested that this figure be retained.

## Annex 2                      Licence Requirements for SLS - Personnel

### Introduction

Personnel license requirements are more difficult to compare than the glider design parameters, because they refer back to glider pilot license requirements, which differ considerably.

The following table attempts to compare the requirements that exist in England and Germany: the only two countries for which we have reasonably complete data.



Licence	Germany	England
Student	Not Known	<p>(a) No permit required if student is not going to solo SLS.</p> <p>(b) Student power licence required if he is to solo. (requires medical, minimum age 17 years).</p>
Licence	<p>A licence may be issued according to the requirements of A <u>OR</u> B following.</p> <p>A) (i) The applicant holds a Sailplane Licence, Class II <u>or</u> a private pilot (Power) licence AND</p> <p>(ii) Has received training in or SLS to include: 5 solo self starts OR in the case of an auxiliary powered sailplane that cannot take off under its own power:</p> <p>(a) For winch launches, 10 solo starts</p> <p>(b) For aero tow, 5 solo starts</p> <p>(c) For other launches, 5 solo starts</p> <p>B) The translation of the Germans requirements which I have is not too clear. It appears to require that if the applicant does not fulfil the requirements of A (i) above then the following may be substituted.</p> <p>(a) 10 hours on gliders in the past 3 years, of which 3 must be solo and a minimum of 20 flights in sailplanes of different designs, and</p> <p>(b) 20 hours solo time in single or multi-seat sailplanes, of which at least 20 flights must be with multi-seat sailplanes.</p>	<p>A licence may be issued according to the requirements of A <u>or</u> B <u>or</u> C following.</p> <p>A) (i) British Gliding Association Bronze C Certificate:</p> <p>(ii) 8 hours on SLS, of which at least 4 must have been completed after going solo. A minimum of 3 hours as P1, including at least 10 take offs and landings, and three engine stops and restarts in flight and a solo triangular cross country of at least 100 kms in a glider or 150 km in a SLS.</p> <p>B) (i) FAI Silver Badge.</p> <p>(ii) 3 hours P1 on SLS (within 6 months prior to application), 3 engine stops/starts in the air.</p> <p>C) The flying experience required for the issue of a PPL (Aeroplanes) i.e. a full 40 hour course on SLS.</p> <p>In addition to the flying experience the applicant will be required to pass the normal PPL (Aeroplanes) examination on Meteorology, and Navigation, Aviation Law, and Airframes and Engines (Technical).</p>
Instructor	Not Known	<p>At present there are no firm instructor ratings, the only persons legally entitled to instruct an SL are:</p> <p>A) holder of full instructor ratings (Aeroplanes)</p> <p>B) holder of assistant instructor ratings (Aeroplanes)</p> <p>C) PPL holder with specific written authority from the Department of Trade and Industry to instruct glider pilots only.</p>

A new Motor Glider Instructor Rating is being introduced, the requirements will be

1. Possession of MGPPL or PPL or higher.
2. Glider Instructor rating.
3. Conversion course to MG Instructing with an approved person.
4. Rating flight test.

Annex 3                      Tentative Proposals Made to M.O.T.

<u>Category</u>	<u>S.A.C. Proposal</u>	<u>M.O.T. Comment</u>
1.Student	<p>A) Instruction in a dual controlled SLS may be taken under the supervision of an instructor endorsed as required under "Instructor" 3, following, by the holder of any of the following permits: student glider, student power, or any higher category licence.</p> <p>B) A single seat SLS may be flown solo under the supervision of an instructor fulfilling the requirements of the Note in p.2 following, provided that the pilot holds a private glider pilot licence with a minimum of 50 hours as pilot in charge of gliders, and has soloed a powered aeroplane.</p>	<p>This section would appear to be overly restrictive in that a permit or licence is not required at present prior to solo flight.</p> <p>This section would also appear to be overly restrictive in view of the 50 hour requirement and would be in conflict with para. 2.</p>
2.Private	<p>A licenced glider pilot, having a total of over 10 hours as pilot in charge of gliders may apply for a Self Launching Sailplane Private Pilots Licence upon presentation of</p> <p>(i) a letter of recommendation signed by an Instructor on SLS</p> <p>(ii) evidence of a minimum of 5 hours flying time on SLS, to include a maximum of 10 take offs and landings and 10 air starts.</p>	<p>Provision is also required for the licensing of an applicant with no previous experience and it is noted that the British Gliding Association requires flying experience equivalent to that required for a private pilot licence in such cases.</p>

NOTE: Where no two seater SLS is available the required flights may be made in a single seat SLS provided that they are under the direct supervision of an instructor endorsed as in 3, following, or, where no such instructor is available, are

## Category S.A.C. Proposal

## M.O.T. Comment

under the supervision of a licenced glider pilot holding both an instructor's endorsement and a power pilots' licence in the private category, or better.

3. Instructor A licenced glider pilot holding an instructor's endorsement may be endorsed for instructing on SLS on presentation of a letter of recommendation and showing evidence of a minimum of 10 hours flying time on SLS, to include a minimum of 20 take offs and landings, and 20 air starts. If the applicant holds a private pilot's licence these figures may each be reduced by one half.

Written Applicants for endorsement in either the private or instructor category shall write the M.O.T. examination on engines as required for power pilots (private). This requirement shall be waived in the case of power licence holders.

It is interesting to note that the British Gliding Association requires an applicant for endorsement of a SLS to complete all examination subjects set forth for a PPL.

General Authority to pilot motor sailplanes shall be by endorsement of glider pilot licences, as set forth above.

As the privileges of a glider pilot licence, private pilot licence, or higher type pilot licence permits the licence holder to act as pilot in command of any glider not carrying passengers, this section would only be applicable for pilots desiring endorsement of their glider pilot licence to carry passengers.

Annex 4      Revised Proposals Suggested for Submission to MOT

<u>Item</u>	<u>Revised Proposal</u>	<u>Comment</u>
1. Student	A) Instruction in a dual controlled SLS may be taken under the supervision of an instructor endorsed as required under "Instructor", item 3, following. No person shall solo an SLS unless he holds a student glider permit, student power permit, or any higher category licence.  B) Withdrawn.	MOT comment accepted.
2. Private	As presented in Annex 3.	The MOT comment is not accepted. The British requirement is A,B, or C as stated in Annex 2. A person with no experience may proceed towards gaining his licence on the course A, B, or C; he is not restricted to course 'C' as is implied in the MOT comment. It should further be noted that the British requirement "C" is not simply for a PPL but that the PPL course must have been carried out on an SLS.
3. Instructor	As presented in Annex 3.	
Written	As presented in Annex 3.	The MOT comment is correct. However, there is no glider pilot licence in the SLS and therefore no written examination. The Canadian glider pilots have already written the other appropriate examination sections.
General	As presented in Annex 3.	The MOT comment is noted. It is believed that the present policy of allowing the holder of a PPL to act as PI of a glider, without a requirement for further instruction or endorsement, is wrong and should be changed. The recommendations included herein are deliberately biased in favour of gliding experience because the SLS is designed to behave in a similar manner to a glider, not to a powered aircraft.