

FREE FLIGHT VOL LIBRE

This issue:
Soaring in Namibia

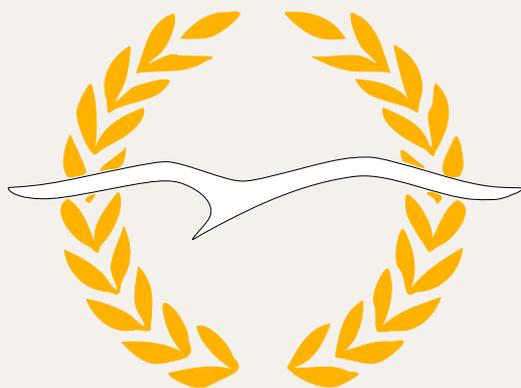
SAC AGM March 23 in Toronto

Catching up with the clubs

SUNSET IN KIRIPOTIB, NAMIBIA



March 2024



THE JOURNAL OF THE SOARING ASSOCIATION OF CANADA
LE JOURNAL DE L'ASSOCIATION CANADIENNE DE VOL À VOILE

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FREE FLIGHT

SOARING ASSOCIATION OF CANADA (SAC)

The Soaring Association of Canada (SAC) is the governing body for the sport of gliding in Canada. Mandated to safeguard and promote our sport, we render support and representation to glider pilots and gliding clubs across the nation through a variety of committees. On a national level, we represent our affiliated clubs and members on issues related to licensing, medical requirements, airspace and regulation. Internationally, we maintain representation within the Fédération Aéronautique Internationale and the International Gliding Commission.

We invest in the renewal and expansion of our sport by offering bursaries for young pilots, financial support for contenders representing Canada in international competitions, and financial aid for clubs carrying out marketing and publicity initiatives. Finally, we work to keep our sport safe by providing extensive training and development programs for instructors, safety seminars, and maintaining safety programs.

SAC maintains a head office in Ottawa. A volunteer Board of Directors, comprising representatives from all regions of the country, steers the organization. SAC is registered as a Canadian amateur athletic association with the CRA, an agency of the Government of Canada. For change of address contact the SAC office at sac@sac.ca. Copies in .pdf format are free from the SAC website, www.sac.ca Please send submissions to the editor at: editor.freeflight@gmail.com

VOL LIBRE

ASSOCIATION CANADIENNE DE VOL À VOILE (ACVV)

L'Association canadienne de vol à voile (ACVV) est l'instance dirigeante pour la pratique du vol à voile au Canada. L'ACVV a pour mandat de préserver et promouvoir notre sport. À travers différents comités, elle représente et soutient les pilotes de planeur et les clubs de vol à voile partout au Canada. Au niveau national, nous représentons nos clubs affiliés et nos membres pour les questions relatives aux licences, aux exigences médicales, à l'espace aérien et à la réglementation. Au niveau international, nous sommes représentés au sein de la Fédération aéronautique internationale et de la Commission internationale de vol à voile (IGC).

Nous investissons dans la relève et l'expansion de notre sport en offrant des bourses à de jeunes pilotes, en fournissant un support financier à ceux qui nous représentent dans les compétitions internationales et en fournissant une aide financière aux clubs qui réalisent des initiatives de marketing et de publicité. Finalement, nous prenons à coeur la sécurité dans notre sport, en fournissant des programmes élaborés de formation et de perfectionnement pour les instructeurs, des séminaires sur la sécurité et des plans de maintenance de la sécurité. Pour avoir plus d'information à propos de l'ACVV, veuillez nous contacter via l'un des liens ci-dessous.

Enregistrée comme une Association canadienne de sport amateur auprès de l'Agence de revenu du Canada, l'ACVV a son siège social à Ottawa et est gérée par un conseil d'administration bénévole constitué de représentants de toutes les régions du Canada. Pour un changement d'adresse, communiquez par sac@sac.ca. La revue est disponible gratuitement, en format "pdf" au www.sac.ca. Veuillez envoyer vos soumissions à: editor.freeflight@gmail.com

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WWW.SAC.CA

WELCOME BACK, FROM THE BOARD!



We're glad to see the return of our ACVV-SAC publication Vol Libre / Free Flight, the main communication link between our organization, our clubs and their members. The last edition in magazine format was version 2020-02 published in January 2021. It's as if our magazine had not survived the pandemic. The magazine format requires a specific expertise and real work for its layout, which makes it difficult to find volunteers for this important task. The return of Free Flight is now possible with the commitment of its new editor Jeff Keay, who will work on it in collaboration with Herrie Ten Cate. They will use an HTML format, easier to format and distribute by email, and aim to produce Free Flight on a more frequent basis. It will be easy to print it from the pdf format distributed at the same time. They are always looking for contributors: writers, photographers, those with online publishing skills, who can contact them directly at: editor.freeflight@gmail.com. As Herrie notes, this sets the stage for succession planning in case either of them gets hit by a bus!

The Board announced at the last March 2023 AGM it agreed to continue the Instructor Development and Safety Grant program in perpetuity. Unused funds will not carry over from year to year and will no longer be able to accumulate. Clubs Claims for 2023 season need to be sent to the ACVV-SAC office before the end of March 2024 to not lose the annual grant available. Larger claims can be made in a given year and the balance claimed in following years. For more information, please contact your zone Director.

On March 23, 2024, we will hold our in person annual AGM at Humber College in Toronto. This will be a hybrid event with options to either attend in person or virtually.

SYLVAIN BOURQUE
PRESIDENT, SAC

Nous sommes heureux de voir le retour de la publication de l'ACVV-SAC Vol Libre / Free Flight, le principal lien de communication entre notre organisation, nos clubs et leur membres. La dernière édition en format magazine était la version 2020-02 publiée en janvier 2021. C'est comme si notre magazine n'avait pas survécu à la pandémie. Le format magazine nécessite une expertise particulière et aussi un vrai travail de moine pour sa mise en page, ce qui rend difficile de trouver des bénévoles pour cette tâche importante. Le retour du Vol Libre / Free Flight est maintenant possible grâce à l'engagement du nouvel éditeur Jeff Keay, qui y travaillera en collaboration avec d'Herrie Ten Cate. Ils utiliseront une version html et pdf, plus facile à mettre en page et distribuer par courriel, et avec objectif de le produire le Free flight sur une base plus fréquente. Il sera facile de l'imprimer à partir du format pdf distribué. Ils sont toujours à la recherche de contributeurs : écrivains, photographes, personnes ayant des compétences en publication en ligne, qui peuvent les contacter directement à : editor.freeflight@gmail.com. Comme le fait remarquer Herrie, cela ouvre la voie à la planification de la succession au cas où l'un des deux se ferait renverser par un bus !

Le conseil d'administration a annoncé lors de la dernière AGA de mars 2023 qu'il avait accepté de poursuivre à perpétuité le programme de subventions de développement des instructeurs et de sécurité. Cependant, les fonds non utilisés ne seront pas reportés d'année en année et ne pourront plus se cumuler. Les réclamations des clubs pour la saison 2023 doivent être envoyées au bureau de l'ACVV-SAC avant la fin mars 2024 afin de ne pas perdre la subvention annuelle disponible. Des réclamations plus importantes peuvent être faites au cours d'une année donnée et le solde peut être réclamé les années suivantes. Pour plus d'informations, veuillez contacter votre Directeur de zone.

Le 23 mars 2024, nous tiendrons notre AGA annuelle en personne au Humber Collège de Toronto. Il s'agira d'un événement hybride avec la possibilité d'y assister en personne ou virtuellement.

SAC NEWS DIGEST

SAC AGM: VIRTUAL OR IN-PERSON

The SAC annual general meeting will take place Saturday, March 23, 2024, 10:30am-4pm EST at the Humber College north campus, Room GH111, 205 Humber College Blvd, Toronto Ontario. (Parking is complimentary.)

[Google Maps Link](#)

This will be a hybrid event, with the option of attending in person or [virtually via this link](#). The AGM takes place 10:30-noon. The afternoon is reserved for a Transport Canada approved glider pilot recurrent training seminar. Lunch will be served (fee is \$25). If you have any questions, please contact the SAC office at sacoffice@sac.ca.

The proposed agenda:

9:30-10:30: informal chat

10:30-noon: SAC AGM

Noon-13:00: lunch and 2023 SAC trophies and awards presentation

13:00-16:00: Transport Canada approved glider pilot recurrent training seminar

- Review of National Safety Report
- Risk Management in Soaring
- Safety initiatives (open discussion)

16:00-17:00: Available for a presentation or informal chat

AGA de l'ACVV-- en personne et en ligne

23 mars, 2024-- 10h30 à 16h00

Humber College, North Campus, Room GH111
205 Humber College Blvd, Toronto Ontario
(Parking gratuit disponible la fin de semaine.)

[Google Maps Link](#)

Il s'agira d'un événement hybride avec la possibilité d'y assister en personne ou en ligne.

[Voici le lien vers l'AGA virtuelle du SAC](#)

L'AGA 2024 du SAC aura lieu de 10h30 à 12h00. Dans l'après-midi, il y aura un séminaire de formation périodique pour pilotes de planeurs approuvé par TC. La seule chose que vous devrez payer est le déjeuner (25\$). Si vous avez de questions concernant l'AGA du SAC, veuillez envoyer un courriel au bureau du SAC: sacoffice@sac.ca

9h30--10h30: discussion informelle

10h30--12h00: AGA de l'ACVV

12h00--13h00: déjeuner et remise des trophées et récompenses SAC 2023

13h00--16h00: Séminaire de formation périodique pour pilotes de planeurs approuvé par TC

- Examen du rapport national sur la sécurité
- Gestion des risques en flambée
- Initiatives de sécurité (discussion ouverte)

16h00--17h00: ouvert pour une présentation ou une discussion informelle



MORE NEWS...

2024 Canadian Nationals at Cu Nim

The 2024 Canadian National Soaring Championships will be hosted by the Cu Nim Gliding Club, 35km southwest of Calgary AB, with racing May 22-31.

Registration and contest information is available on the [contest website](#).

For regular updates, follow [Cu Nim](#) on [Facebook](#), [Instagram](#) and [LinkedIn](#).

Final Glide: Tom Knauff

It is with great sadness that we share the news that Tom Knauff passed away Wednesday, February 21, 2024 at Mt Nittany Medical Centre. As co-owner and operator of Ridge Soaring Gliderport, he elevated the professionalism and safety of the sport. He set high standards as a flight instructor, authored numerous flight training books, hosted safety seminars, and was a Designated Pilot Examiner.

Tom's accomplishments and achievements to soaring were significant, as evidenced by his numerous national and international record flights. His presence in the soaring community will be greatly missed.

Tom's passing will be difficult for Doris Grove, his wife and lifelong partner. Respecting her loss with some privacy will be appreciated. Private funeral services will be held at the convenience of the family with a Celebration of Life service at a later date.

Cards may be sent to:

Doris Grove
1937 Fairwood Lane
State College PA USA 16803

AAIR reporting resumes

Annual Airworthiness Information Reporting has resumed, with Canadian aircraft owners now able to submit two years' worth of data (2022/2023) to fulfill this year's regulatory requirements. This reporting cycle will extend until midnight Pacific time on March 30, 2024.

All aircraft owners are required to report, excluding those owning a remotely piloted aircraft with a maximum take-off weight of 25kg (55lbs) or less, or an ultra-light aeroplane. Email and SMS notification messages were sent to aircraft owners on Tuesday, February 6. This email may be in your junk or spam folder. For those without an email or phone number on file, a notification is being sent by traditional mail. The AAIR portal was temporarily suspended in 2023, as communicated through [NCR-003-2023](#).

Transport Canada is in the process of reimagining its AAIR program with an aim towards modernization. Changes are already implemented, with more information and progress to be released during the progress. Any questions or concerns on the AAIR process can be sent to tc.airr-raina.tc@tc.gc.ca.



Springford's spring reading

A heads-up from SOSA chief tow pilot Dave Springford, who noticed an excellent (read: free!) online resource:

Reichmann's Cross Country Soaring was the first soaring book I purchased when I started flying cross country. It is a little dated in terms of the technology, but the fundamentals are all there. Reichmann was a mathematician and applied mathematical principles to study how to fly faster. The first part of the book is written for all pilots and the second part is written for the more technically-minded pilot with all the math to back up the fundamentals. This is a great winter read to prepare for the coming season. You can download the book for free here:

<https://www.sailplaneandgliding.co.uk/archive-item/cross-country-soaring>

SOSA's popular online Hangar Talks back for 2024

Back by popular demand, the 4pm ET/EDT Sunday afternoon Hangar Talk Zoom calls have begun (and will be available on YouTube). Everyone is welcome.

This season kicked off on February 18 with **"How to find lift and optimize your climb,"** with Joerg Stieber. February 25 was **"How Condor can help, from ab-initio to competition,"** with Ryan Wood. March 10 is **"XC Soar-- Basics to advanced settings,"** with Chris Gough. March 24, **"Aircraft ownership and Import: tips and tribulations,"** with Adriaan (Ed) Hollestelle. April 7, **"Field selection and off-field landings,"** with Chris Wilson. Wrapping up on April 21 is **"Transport Canada recurrent training: National Safety Report,"** with David Donaldson.

You will be able to log in 20 minutes ahead of the scheduled start to test and trouble shoot your equipment and to "mix and mingle."

You can find the sign in details and schedule [here](#).



Safety check-in: Returning to [Free] Flight

By David Donaldson

As we return Free Flight to airworthy status, I thought it would be appropriate to write a safety article on returning to flight after some time out of the cockpit. Whatever the reason for the pause, we'll focus on the resumption to flight, looking at it from three angles: the pilot, the aircraft, and the club.

The Pilot

Most Canadian glider pilots take the winter off and so, returning to flight each spring, have developed this skill. Other pilots, such as airline pilots, can go their entire careers never experiencing a pause. Let's take a look at the extended pause scenario, returning after several years out of the saddle.

Probably the most common advice a pilot gives or receives is to do a check flight or two. The question then becomes: what does a check flight consist of and is it effective? One of the challenges of the check flight is that one's physical skills decay at a different rate than one's mental (i.e. decision-making) skills. Spring checks often give a false sense of competency since physical skills degrade slower than mental skills, resulting in a pilot hopping into the cockpit after a short pause able to demonstrate a coordinated turn, maneuver the aircraft, and skillfully land. The decision-making side is often not fully there on that first flight.

To address this, we recommend having a check-pilot with you on the first couple of flights. Also, a little study goes a long way! Review procedures and scenarios before taking that first flight to effectively get your head back in the game. Talk through that flight, the potential emergencies and how you will handle them. In effect, you are conducting a professional flight crew briefing by briefing yourself.

The Aircraft

Whether you are flying a club ship or your own, how familiar are you on type? As an instructor at my club, I have flown the same type for 23 years and had students test me as they put us into difficult positions that I had to get us out of. Suffice it to say, I am very familiar and comfortable in our two-seat trainer. My personal plane, a motor-glider project that has yet to fly, is a different story. I am taking a page out of Col. Chris Hadfield's playbook (see Free Flight editions 2016/2 and 2016/3) and researching the type. What are the accident reports for this type of aircraft? I have always benefited from talking to other pilots so I have sought out those familiar on type and, where possible, getting a check flight from an instructor current on type. I will be sure that I am current before climbing into this new type.





When you are returning to flight and you have just acquired that new glider, take a few flights in the old standard first. Pick your day; there is no rush. You will have her for years and many adventures await you.

A good friend, eager to fly his new Cirrus, scared himself as he took his first flight late in October on a less than optimal day just to get that flight in before the end of the season. If your aircraft is returning to flight after some time off, do an extra check to make sure everything is in order. If she has not flown in years, this means you have not flown her in years.

That first flight will be a challenge for both human and machine. Give yourself every advantage you can; pick a day that is optimal, remove as many distractions and pressures as possible.

My first flight is planned for a weekday, when very few people are around. I have many people helping me who are eager to see her fly and it will be a bit of a spectacle; I am saving that for the second flight.

The Club

Most clubs require spring check flights. Some view these as more of a nuisance while others fully embrace the chance to help return pilots safely to the air. It is wise to consider the culture of your club. Is it more laissez-faire or more cautious, favouring checks and balances over getting in the air quickly while the lift is good? The culture will vary day to day based on who is on the field.

I once asked a seasoned mountain climber if he had ever been rescued. He said he had not but his two buddies had. As it turns out this normally cautious climbing trio became more adventurous when the duo did not have the influence of their friend.

Even the most disciplined pilot can be swayed by the culture of the environment they operate in. Select the individuals you want to be there wisely. Choose those whose energy is calming, supportive and inquisitive. The fellow pilot who you get along with, who will ask the honest questions and support you in this step rather than push you into something you are not ready for.

At the end of the day it is you and only you who can say you are ready. It is far better to pause and wait until you are certain than to get rushed into something that does not end well. We cannot mitigate all risk in flying, but we can manage the risk and take a balanced approach.

Fly Safe, and often!

CLUB UPDATES....

Rideau Valley Soaring

After checking how other clubs have done this, RVS members setup an OGN station at the airfield. Some of the hurdles to overcome were no electrical or internet service to the airpark, so it needed to be powered by photovoltaics and a cellular modem.

The proximity allows us to capture the takeoffs and landings of the aircraft and as such has been able to make use of automated flight logging using Flightbook. This has proven helpful for capturing information missed or unreadable on the manual flight sheet and to review flight tracks of club aircraft at the end of the day.

The 2023 season was a challenging one at times due to various weather events.



Often the timing of passing cold fronts meant unstable air passed through the area during the night. We had a good number of very windy days that either exceeded crosswind limits of aircraft, or scared away students, but some of those were somewhat reasonable days, also providing good opportunities to experience wind gradients and more complex circuit planning for students, making for safer pilots.

The plethora of Canadian wildfires did impact a good part of late spring flying, either killing lift or creating IMC weather. Still, there were some nice days with streeeting and quite enjoyable flights were had. We're hoping for much better soaring in eastern Canada in 2024

Saskatoon Soaring Club

2023 was a challenging year for the Saskatoon Soaring Club, especially because of the forest fires and shortage of instructors. Nonetheless, we tried to make the best out of the situation. We welcomed a couple of very nice and talented new members, as well as seeing a couple of old members return which is always great.

Additionally, our Vice President Ryan Wood had an extraordinary flight where he flew his Libelle from Cowley, Alberta all the way back home a little North of Saskatoon, what an experience and achievement!

We are looking forward to 2024 and to keeping the good times rolling!



Cu Nim

Cu Nim members are excited for the return of Free Flight, and looking forward to another busy season in 2024.

This year we will host the Canadian National Soaring Championships. We'll welcome 8 to 10 new students having tried to find the most compelling candidates from our wait-list of around 40. We're outgrowing our fleet and hangar and are working on a capital plan to address both.

Our "thank you culture" defines a welcoming and positive club experience for new and tenured members. Have a safe and successful season, and we'll see some of you in May!



Winnipeg Gliding Club salutes New Year in style

When one thinks of Winnipeg in winter often the first thought is how cold is it? How much snow is there? Or just how windy is the corner of Portage and Main. It is not a normal thought, in aviation circles at least, to wonder how many glider flights are happening, especially on January 1.

Well, the Winnipeg Gliding Club achieved a bit of a historical milestone, a record if you will, with the achievement of flying gliders from the Starbuck Gliderport, CKJ7, on January 1. And not just a single token flight, to say they flew. No, they completed 16 flights under a sunny sky with temperatures hovering around 0C. To say this was a long time coming is an understatement.

The last time a Winnipeg Gliding Club glider flew on January 1 was 1970. For more than a quarter century, Mike Maskell has been keeping an eye on the weather with fingers crossed, in hopes that an opportunity would allow to repeat that event. This year the stars and planets aligned and Mother Nature shone her blessings down on the club and with little to no effort the hangar doors were slid open, the gliders and tow-plane extracted and by 12:30 on that glorious Monday, the first glider flight took off.



Toronto Soaring Club in 2023: helping hands salvaged a challenging season

Smoke was unfortunately the dominant factor for Toronto Soaring Club (TSC) in 2023 as I'm sure it was for many other clubs. Cross country flying was limited due to uncooperative conditions. Many of TSC's cross country pilots who are also FIs literally took a back seat and performed instructional duties to advance the record number of student pilots at TSC. The number of student pilots and familiarization flights performed tested TSC's tow pilots and instructors. However, rarely did a student leave the field without at least one flight.

TSC's (new to us) High Country tow plane is still a very welcome addition to the fleet. Unfortunately, the TOST tow hook assembly failed us in late summer at the height of flying activity on the field. Thanks to the resourceful work of our AMEs and Dave Cole, a temporary solution to the dilemma was found when SOSA volunteered not only a replacement tow plane but, at times, even a tow pilot. York Soaring also stepped up and offered any help they could provide; although not needed, the offer alone will not soon be forgotten. It soon became apparent that the defect on our TOST release assembly was a known problem and repair/replacement would take time. SOSA's second loaner aircraft was coming due for its 100 hour inspection. Once again a solution was found by our Director of Maintenance by borrowing SOSA's tow hook and placing it on our own High Country while their Citabria went off for maintenance. The fact that we didn't immediately return SOSA's tow pilot, Cameron Sills, was simply an error of convenience.

In spite of these technical issues, the flight line continued to operate and students advanced through solo and some to a license. Cross country flying also carried on when conditions permitted and the season ended overall very successfully.

Several challenges were thrown at us in 2023. Thanks to the dedicated efforts not only within the club but also within the soaring community as a whole, these challenges were overcome. It's said that adversity can build strong bonds. TSC is truly thankful for the assistance and friendship shown by SOSA and entire soaring community around us. Our season ended with a social recognizing those achievements of the membership both in and outside of the cockpit. As the Treasurer, I took great pride in paying the bar bill on behalf of TSC for SOSA's invited guests Jorge Stieber & Tom Coulson.



SOSA hosts 2023 Nationals, celebrates 75th birthday



SOSA 75th

More than 140 people, spanning generations and decades of SOSA history, turned out for our 75th party, under a circus tent on the front lawn, sharing a meal and memories, reconnecting with old friends and making new ones. For a change, both the weather and mosquitoes cooperated, the buffet-style pulled pork dinner, with all the accoutrements, hit the spot. And. The. Cupcakes. Were. Fantastic.

Thanks to our speakers, who shared their perspectives and anecdotes about the club's origins and evolution, from pre-Brantford days to a year of sod-busting at Rockton, then flying, always flying, over soot-spewing factory chimneys and into lion-infested safari parks. Then a look ahead-- new gliders on order, new instructors coming online, the clubhouse made water tight and cozy for the coming winter. It was a pretty great evening.

Onward to 2024!

2023 Nationals, rain or shine

In early August, the club hosted the 2023 Nationals, despite challenges with uncooperative weather. Days one through five were "no task" due to either rain or a sodden airfield (on day five, nearly two inches of rain fell in nine hours). Days six through ten were flyable, despite some further challenges of isolated rain showers, smoke and high cloud. Each morning was a bit of a nail-biter, but at the end, we had a contest.

Winners were:

Open/18 meter:

1. **Jerzy Szemplinski** (2,291 points),
2. **Sean Fidler** (2,236 points),
3. **Sergei Morozov** (2,212 points)

Club Class:

1. **Rafael Bravo** (2,554 points),
2. **Peter Kupcevic** (2,525 points),
3. **Paul Parker** (2,395 points)



(Left to right) Sergei Morozov, Sean Fidler, Jerzy Szemplinski, Rafael Bravo, Peter Kupcevic, Paul Parker

Great Lakes Gliding Club digging deep for a new hangar

<https://www.greatlakesgliding.com>

Great Lakes Gliding Club is located between Alliston and Tottenham, Ontario. This location makes us the closest club to Toronto.

In 2023, we celebrated GLGC's 25th anniversary. Our membership at GLGC is often full at about 40 members, ranging from students to cross-country pilots. GLGC is not the biggest club in Ontario, but that's ok. As a medium-sized club, members know one other and often end up in each other's stories (some of them true). Friendships are born from membership. Also due to our club size, our instructors get to know their student pilots well, either by repeated flights with them or by chatting with the other instructors that have flown with the student. Students are not left to repeat a mistake to ten different instructors before someone fixes it.

Both historically and now, GLGC owes much to our members' willingness to pitch in. Over its history, members have done much of the dreaded sanding and grunt work to refinish six club ships. That amount of volunteer effort is unheard of in most gliding clubs these days. But, as a result, members take great pride in the gliders, as they know how hard it is to make them shine.

For our 2024 season, we are downing our sandpaper and putting on our hard hats. The excavation is done and the ground is ready for our long-awaited hangar. Getting our newly refinished ships under cover can not come too soon. We thank our club hosts Mike and Cheryl Ronan for helping to make this hangar happen.

We're not all work. There is often an impromptu barbeque at the end of a flying day and potluck dinners with family and friends throughout the flying season.

The GLGC fleet consists of three two-seat trainers, an ASK21, a Grob 103 Twin II, and a Krosno Kr03a. We also have two single-seat gliders, an ASK 6cr and an ASW 19b. Our tow plane is a Piper Pawnee D 260hp, fitted with a four-blade prop and custom muffler to make it purr instead of snarl over our neighbours.

Our local area is abundant with farm fields, sod farms, and even a Honda car plant for a sure thermal. We look forward to the year ahead and can feel the excitement building as we hear talk from our newest batch of pilots of plans to cut the home strings and join the group of soaring cross-country pilots. (They may be coming to a field near you!)



SAISON DE VOL À VOILE 2023: UN BILAN MITIGÉ POUR LE CVVS



La saison de vol à voile 2023 du Club de Vol à Voile Saguenay (CVVS) a été marquée par des défis météorologiques et environnementaux, mais aussi par un engagement indéfectible envers la passion du vol à voile. Dans cet article, nous reviendrons sur les faits saillants de cette saison, en examinant de près les chiffres clés et les événements marquants.

Nombre de Vols et Conditions Météorologiques

La saison a débuté le 17 mai 2023 avec une certaine excitation parmi les membres du club. Cependant, les conditions météorologiques n'ont pas toujours été de notre côté. Avec les nombreux feux de forêt qui ont ravagé une grande partie du Canada, le mois de juillet a été particulièrement difficile pour le CVVS. Un smog persistant causé par ces incendies a enveloppé la région, limitant ainsi nos activités de vol. En conséquence, nous n'avons pu enregistrer qu'un seul vol ce mois-là.

- Mai: 2 vols
- Juillet: 1 vol
- Août: 16 vols
- Septembre: 5 vols
- Octobre: 15 vols

Activités des Pilotes

Malgré ces défis météorologiques, nos membres ont démontré leur engagement envers le vol à voile. Les activités des pilotes ont été les suivantes:

- Activité des Membres Solo: 11h38 au départ de Saguenay, avec un pilote ayant effectué 25 heures en France.
- Activité des Instructeurs: 20h43 de vol double avec 2 élèves.
- Total Activité des Pilotes: 55h05 min (à noter que ce total ne comprend pas les 25 heures effectuées par le pilote également inscrit dans un club dans le sud de la France)

Faits Marquants

Bien que la saison ait été difficile, plusieurs faits marquants sont à noter. Parmi eux, un pilote a réalisé un impressionnant total de 25 heures de vol en France, démontrant ainsi son engagement et sa passion pour le vol à voile. De plus, nos instructeurs ont partagé leur expertise en accumulant 20 heures et 43 minutes de vol en double avec nos élèves.

Perspectives pour 2024

En dépit des défis rencontrés en 2023, le CVVS reste optimiste pour la saison à venir. La maintenance et l'inspection de nos aéronefs seront complétées d'ici avril 2024, ce qui nous permettra de commencer la saison plus tôt. Nous espérons également des conditions météorologiques plus favorables et une saison sans incidents majeurs.

Conclusion

La saison de vol à voile 2023 du CVVS a été une année de défis et d'opportunités. Avec seulement 39 vols enregistrés et des conditions météorologiques difficiles, notamment en raison du smog persistant causé par les incendies en juillet, cette année marque notre plus petite année depuis la création de notre petit club. Cependant, nous sommes résolus à surmonter ces obstacles et à continuer de promouvoir notre passion pour le vol à voile dans la région du Saguenay.

2023 GLIDING SEASON A MIXED REVIEW FOR CVVS



The 2023 gliding season at the Club de Vol à Voile Saguenay (CVVS) was marked by meteorological and environmental challenges, yet it also showcased an unwavering commitment to our passion for gliding. Let's review the highlights of this season, closely examining key figures and noteworthy events.

Number of Flights and Weather Conditions

The season commenced on May 17, 2023, with a sense of anticipation among club members. However, weather conditions were not always favorable. With numerous wildfires ravaging a significant portion of Canada, July proved to be particularly challenging for CVVS. Persistent smog resulting from these fires blanketed the region, thereby limiting our flying activities. Consequently, we were only able to record one flight during that month.

- May: 2 flights
- July: 1 flight
- August: 16 flights
- September: 5 flights
- October: 15 flights

Pilot Activities

Despite these meteorological challenges, our members demonstrated their dedication to gliding. Pilot activities included:

- Solo Member Activity: 11 hours and 38 minutes departing from Saguenay, with one pilot logging 25 hours in France.
- Instructor Activity: 20 hours and 43 minutes of dual flying with two students.
- Total Pilot Activity: 55 hours and 5 minutes (please note that this total does not include the 25 hours flown by the pilot also registered with a club in southern France).

Key Highlights

Although the season presented its challenges, there were several noteworthy achievements. Notably, one pilot accumulated an impressive total of 25 hours of flying in France, underscoring their dedication and passion for gliding. Additionally, our instructors shared their expertise, accumulating 20 hours and 43 minutes of dual flying with our students.

Outlook for 2024

Despite the challenges encountered in 2023, CVVS remains optimistic about the upcoming season. Aircraft maintenance and inspections will be completed by April 2024, allowing us to commence the season earlier. We also hope for more favorable weather conditions and a season free from major incidents.

Conclusion

The 2023 gliding season at CVVS was a year of both challenges and opportunities. With only 39 flights recorded and challenging weather conditions, particularly due to persistent smog caused by fires in July, this year marked our smallest year since the establishment of our small club. Nevertheless, we are determined to overcome these obstacles and continue promoting our passion for gliding in the Saguenay region.



CANADIAN ROCKIES SOARING CLUB



The Canadian Rockies Soaring Club had a great start to the season with numerous fast flights including Gordon Spurgeon's fabulous flight to Golden in his 1951 Schweizer 1-23 (below). This glider is now 73 years old but that didn't stop Gordon from making a 270KM flight.

"Yes it was an exciting one for the tin can. Had no intention or expectation of going that far north. Trevor Florence (operator of Invermere Soaring Centre) who had already been up north that day, said it was working to Golden, so I gave it a shot."

<https://www.onlinecontest.org/olc-3.0/gliding/flightinfo.html?dsld=9378468#map=50.3612%2C-116.8561%2C50.8840%2C-115.7190>



Three Scholarship students spent part of July learning the ins and outs of gliding. **Zachary Baggot** and **Arshia Sorourian** made it to solo. George Whyte - the previous year's scholarship student also attended. During the training camp, gliding instructor and cello player **Brian Deans** organized a unique hangar concert that was absolutely delightful for those lucky enough to attend.

Louise Lee - violin, **Zoe Robertson** - violin, **Arshia Sorourian** - violin
Carol Dymond - flute, **Jennifer Ho**- viola, **Bryan Deans** – Cello

In late July the fabulous gliding season ground to a halt with numerous out of control wildfires in the Columbia Valley. A couple of bored glider pilots volunteered at the Fairmont Airport fire base, refuelling helicopters.

Finally, the membership bar at the club was significantly lowered with the addition an ASH-31mi syndicate comprised of former and present day SOSA pilots.



2023 a year of challenges for the Alberni Valley Soaring Association



From **Les Sainsbury**:

No soaring seasons are ever exactly alike, and that could be the understatement of the decade so far for the members of the AVSA. Flying conditions were rather unusual, in that the best conditions to be had were in May instead of June and July. More specifically May 15-- one of those days that will be forever etched into the memory for anyone who was flying.

For those who have never flown in the Alberni Valley, to fly XC here is challenging. Normally we see cloudbases averaging around 6000'. Add to that some rather inhospitable terrain that has almost no out-landing possibilities; XC flights are never far out of reach of the airport.

May 15th saw the "Soaring God " toss us a bone, and this one had some meat on it! Cloud bases were over 11,000', and it was one of those days, you just point and go. Many personal and club records were broken that day, including three pilots who were able to score over 300 points on the OLC. This marked the very first time anybody had scored over 300 OLC points in the valley.

There were 2 FAI triangles of over 150 km (I just missed 180 but failed to close my triangle.)

Very notable was the performance from Ward Clapham, a relatively new pilot, who was one of those to score over 300 points. Ward asked me afterwards: "Are all good days like that?" I wish I could have said yes.



NAMIBIA: BIG SKY COUNTRY

By Joerg Stieber



The first time we traveled to Namibia to experience the phenomenal soaring conditions there at a time of year when gliders in Canada are stowed away for the winter, was in November 2015. "We" is my brother Michael, his son Thomas and myself. We had heard about this legendary place, "Bitterwasser" in Namibia. When we made our plans to visit and fly there, we had thought of it as a once-in-a-lifetime soaring adventure. We flew the world's only electric self-launch Arcus for three weeks and ended up setting half a dozen or so Canadian records, the most significant being an Open Class record for speed over a 1000km FAI triangle, which took us three attempts to complete. Indeed, the Namibia experience was so profound that it has become a recurring theme in our lives. For me, our recent visit in December 2023 was the fifth time and hopefully not the last.

Soaring Centers, Airspace and Glider Rental

There are four soaring centers in Namibia, all about 150km south of the capital Windhoek: Bitterwasser, the oldest and largest where gliders have operated since the mid sixties, Pokweni, Kiripotib and Veronica, the most recent addition established in 2016. South of Windhoek, stretching east into Botswana, is probably the world's largest gliding airspace where transponder equipped sailplanes can roam freely up to flight level 195. Outside of this airspace the ceiling for gliders is FL 145 which is still a comfortable 10,000ft above the ground.

At all soaring centers one can rent state of the art high performance self-launch gliders. The most common type used in Namibia is the Schempp-Hirth Arcus M but there are also a number of single seaters such as Ventus 3M and exotics such as Binder EB 28 and 29. The soaring season is brief, from early November to about January 20th. The gliders are being shipped from Europe by their owners in October and go back at the end of the season in late January. When they are not flown by the owners, their gliders are being rented out to recover the freight cost.

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Bitterwasser uses a dry lake or "pan," about 3km in diameter for its flying operations. Gliders are being lined up wingtip to wingtip at the downwind edge of the pan. There is no waiting in line, when ready, one makes a 2-minute announcement on the radio, starts the motor and takes off after a brief warm-up. The other advantage of the pan is that one can always take off and land straight into wind. The other three centers use runways. After having flown out of Bitterwasser in our first visit in 2015, our preference shifted to Kiripotib (Kiri) due to its smaller, more intimate operation, accommodating around 20 pilots. Even though the operation is small, it has a well-equipped workshop and is well stocked on commonly used spare parts. This season Max, a Schempp-Hirth service engineer, was in Kiri full time during our visit. His amazing ability to troubleshoot and fix problems was a huge help. The challenge of flying in thin air with few places to land

Flying gliders in Namibia presents unique challenges, demanding physical fitness due to extreme conditions of heat, sun and low humidity. Typically, one is already dehydrated when waking up in the morning. A 1000km flight can last 8 hours or more, flying between 12,000 and 16,000 feet, on oxygen. Flying in a 2-seat glider helps, as the pilots can take turns between flying and working on strategy. At a ground elevation of 4500 ft, and a temperature of 36C which is not unusual at launch time, the density altitude is close to 8000 ft which poses its own challenges. Most of the task area is over the Kalahari, a dry savannah, covered with brush and small trees. The only land-out options are dry lakes which could have fences running through and gravel roads which are generally in good shape and wide enough for a 20m plane. Many farms also have strips but it is uncertain whether they have been maintained. There are many animals which like to dig in runways.

I remember someone telling me: "with a runway you don't know how long ago an airplane landed there. a road it's a safe assumption that a car passed through within the past 24 hours. Along the western edge of the task area is a north-south mountain range. Sometimes a strong and high convergence line forms there which allows spectacular flights. However, better not get low there because there is no place to land.

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Another issue is the requirement to have a self-launch endorsement. A good solution for less experienced pilots is to book a "Flying with the Champions" course. You fly for 8 days with a former European or World Champion in the back seat of an Arcus. He will coach you through self launches and landing an 800kg glider in thin air. On course, you will learn how to fly fast.

**A brand new Arcus 20
(but the weather could have been better)**

We arrived in Kiripotib on November 30. After having spent two nights on planes, we put the required 48-hour acclimatization period to good use by sleeping and resting a lot while getting used to the seven hour time difference and the switch from northern to southern hemispheres. Part of the prep work is also studying the pilot handbook and review of the weight and balance data of "our" Arcus. Being a team of three on a two-seater has the advantage that everyone gets a rest day after two flying days.

On the evening of December 1 the previous crew handed over a brand-new Arcus 20 M. Schempp-Hirth had incorporated a number of improvements and refinements in this new version of the Arcus. The most significant change is the redesign of the horizontal tail with a thinner airfoil. We found a noticeable improvement in handling. The winglets were also optimized and several ergonomic refinements in the cockpit are a welcome feature on long flights. The max take-off weight has been increased from 800kg to 850kg, allowing for 50 extra litres of water.

On the morning of December 2, we were ready for our first flight. Unfortunately, conditions were rather poor, so we landed after four hours. Conditions remained poor for the first week with flights between 400 and 600km. Often there was a band of altostratus sitting over Kiri in the morning which delayed the onset of thermals. Sometimes the cu looked more like wave cloud, but we could not figure out what triggered the wave and which way the wave system was oriented. Once we came close to landing out after flying through sustained wave downwash. One bottle of oxygen lasted us the whole week. As we were getting frustrated, we were also glad that we had decided on a three weeks' stay. We had never experienced such a prolonged stretch of weak weather, but obviously it can happen and will ruin the whole experience for someone who is only there for one week or ten days.

The weather finally improved on December 11. All in all, we had two 1000+ km flights and four 1000+ OLC points flights. The reason we didn't have more 1000+ km flights was mainly a lack of ambition. On our last day, December 20, we flew a strong convergence line to the southeast, turning back near the point where Namibia, Botswana and South Africa come together. As we reached the north end of the line near Kiri, we could have easily done the same again to complete a 1000+ km but we decided this was just too boring and chose to go on a sightseeing flight to the northwest into the mountains where we had not been at all during this visit. It turned out to be a wonderful flight over top of the Gamsberg, the most recognizable mountain in the range, and a great view of the Namib desert that stretches west of the mountain range all the way to the Atlantic.

On the way back, the low sun bathed the dunes of the Kalahari and isolated towering cu in a beautiful soft light and created amazing rainbows under the towering cu. We landed at 7pm, 30 minutes before sunset. What a great way to finish our flying vacation in Namibia! As Arnold said: I will be back!

The totals for this visit:

- 13 Flights;**
- 82.5 hrs;**
- 9304 km;**
- 10,054 OLC points**



SOUVENIRS D'AFRIQUE

Par François Proulx

Club de Planeur de Québec



Au cours d'une saison de vol en planeur à notre club de Saint-Raymond dans la région de Québec, il y a peu de journées de vol qui sont propices à la distance. En fait, moins que sur les doigts d'une main. On envie souvent les distances qui sont réalisées par les autres clubs du Québec et de l'Ontario.

Mais en Afrique c'est autre chose!!!

LA MECQUE DU VOL À VOILE

Au cours des mois de novembre à janvier, on retrouve en Namibie les meilleures conditions de vol de distance en planeur sur la planète. C'est pendant cette période que quelques passionnés Autrichiens, selon une logistique impressionnante, effectuent le transport de planeurs jusqu'au ranch Kiripotib et y organisent à chaque année des « camps de vol » dans le but de profiter des ces conditions exceptionnelles.

Mon ami et associé de planeur Jean-Yves Germain s'y rendait depuis déjà plusieurs années presque à chaque automne et ne tarissait pas d'enthousiasme pour cet endroit m'incitant à l'accompagner depuis mes presque tout début comme pilote de planeur en 2015. « Tu sais François, Saint-Raymond c'est bien beau mais si tu veux vraiment apprendre à faire de la distance tu devrais venir avec moi en Afrique ». Mais moi, je ne me sentais pas encore prêt pour du vol aussi engagé. Je devais d'abord m'accorder du temps afin de bâtir pas à pas mon expérience et ma confiance. Je dois aussi admettre que j'avais quelques appréhensions sur cette expérience, surtout au niveau de la durée des vols qui peuvent souvent être de plus de six à sept heures, ainsi que pour ce qui est de la gestion de mon énergie. Jean-Yves, fidèle à lui même, ne lâchait cependant pas le morceau et vint éventuellement le moment où je me suis senti enfin prêt. Et c'est alors que notre ami Richard Noël, pilote expérimenté de planeur et d'avion et qui est président de notre club, a aussi manifesté son intérêt de se joindre à nous. La décision fut alors prise d'aller tous les trois à Kiripotib Soaring au cours des deux dernières semaines de novembre 2023 pour un séjour de dix jours de vol.

Le voyage se passe bien et c'est après vingt-sept heures de transport sur Ethiopian Airlines et un décalage horaire de sept heures qu'on arrive à Windhoek, capitale de la Namibie. Après avoir passé la nuit à Windhoek on arrive au ranch de Kiripotib à l'heure du midi. Cette première demi-journée sur place a été consacrée aux vérifications en vol et à la familiarisation avec nos deux super machines, un Arcus M et un Ventus 3M. Il est cependant interdit de voler en planeur au moins vingt-quatre heures après l'arrivée afin de se reposer et de s'habituer au décalage horaire, à la chaleur et à l'altitude des installations qui sont à 4 500 pieds MSL. Fait à noter, il n'y a pas d'avion remorqueur à Kiripotib, c'est pourquoi tous les planeurs sont motorisés.

DES JOURNÉES BIEN REMPLIES

Nous étions vingt-trois pilotes au total, principalement autrichiens mais aussi britanniques, australiens, français, ainsi que deux femmes slovaques et même... trois canadiens!

....a continué





Les vols les plus longs que j'avais réalisés jusque là avaient rarement excédé les cinq heures, ce qui me contentait largement. Alors que chez nous il est rare de pouvoir voler en distance plus de deux jours consécutifs, la météo très favorable pendant notre séjour nous a permis de voler pendant neuf jours sur une possibilité de dix. Nos vols étant d'une durée moyenne de six à sept heures, ce rythme très soutenu jour après jour a créé un effet d'immersion qui m'a été bénéfique, me permettant d'apprendre plus rapidement. Ce n'est qu'au huitième jour que, la météo n'étant pas favorable, nous avons pu avoir un jour de repos très bienvenu. Au cours de cette journée de congé, quelques pilotes très expérimentés nous ont généreusement fait bénéficier de leurs connaissances à l'occasion de quelques séminaires très enrichissants et sympathiques. On a pu ainsi consacrer nos deux dernières journées de vol à mettre en application ces nouvelles connaissances.

Une journée de vol typique se déroule comme suit; lever vers 7h00, puis préparation du planeur pendant qu'il ne fait pas trop chaud, déjeuner entre 8h00 et 9h00, briefing météo obligatoire entre 9h00 et 9h30 en fonction duquel on établit notre plan de vol. Puis du temps libre jusqu'au moment prévu du décollage soit vers 11h00-12h00. L'atterrissage se fait autour des 18h00-19h30. Fait à noter, il est interdit d'atterrir sur la piste numéro 26 pendant la demi-heure précédant le coucher du soleil à cause de l'éblouissement. On a droit à une petite bière très bienvenue tout de suite après l'atterrissage en même temps qu'on recouvre le planeur pour la nuit. Une petite baignade dans la piscine suivie d'une bonne douche, puis souper à 19h30 après quoi on rentre se coucher en s'enfonçant dans la nuit étoilée mais en prenant garde aux scorpions qui eux se réveillent!

La charge de travail est lourde et les journées sont bien remplies. Tout est à apprendre; l'environnement, les installations, les protocoles, le climat, les machines, le territoire. C'est cependant la gestion du moteur, surtout au décollage qui a été pour moi le plus grand défi d'apprentissage. Heureusement Richard étant lui même propriétaire d'un planeur autonome (self launch) et Jean-Yves étant un habitué de

Kiripotib, m'ont tous deux aidé pour ce protocole que je n'ai toutefois pas tout à fait réussi à assimiler au cours de cette première visite à Kiripotib. C'est d'ailleurs ce qui m'a empêché de voler le planeur monoplace. Heureusement, je connaissais déjà l'ordinateur de vol LX9070. Une chose à la fois comme on dit...avec un peu d'aide de mes amis...

L'activité thermique débute généralement vers 10h30-11h00 et dépendant de l'orientation des vents les décollages se font soit à partir d'en face des espaces de stationnement des planeurs ou sinon, on doit les remorquer à l'autre extrémité d'une des deux pistes en terre battue d'une longueur de 4 650 pieds et de 4 950 pieds qui sont orientées respectivement est-ouest et nord-sud. La météo étant assez constante tout au long de notre séjour, la routine a toujours été sensiblement la même. Décollage successif de nos deux planeurs et prise d'altitude, puis prise de cap pour notre premier point de virage. Au début du vol, lorsque l'activité thermique est marginale, les lacs asséchés qui sont très pâles sont assez fiables pour se remonter. Puis rapidement les thermiques deviennent multiples, puissants et généralement faciles à exploiter. En début de journée, le plafond se situe entre 4 000 et 6 000 pieds AGL et évolue plus tard jusqu'à 10 000 à 11 000 pieds AGL et c'est à cette altitude que la climatisation du planeur fonctionne le mieux! Le terrain très uniforme et même monotone rend l'ombre des nuages très contrasté au sol ce qui rend facile le repérage de la route d'énergie. Pendant plusieurs heures les conditions de vol sont idéales et les thermiques s'enchaînent les uns après les autres. Cet échantillonnage de thermiques multiples permet un apprentissage intensif et contribue grandement au développement de nos habiletés, ce qui serait impossible chez nous au Canada. On doit Identifier des nuages de toutes formes à différents stades de leur développement, déterminer quand thermiquer et quand

....a continué

passer outre, entrer dans les ascendances et les centrer rapidement, en sortir au bon moment, de façon bien et à la bonne vitesse, anticiper la trajectoire en sortie, etc... On garde bien sûr toujours à l'oeil les autres trafics pour la sécurité et plus particulièrement le planeur de notre ami avec lequel on vole en formation en s'aidant mutuellement dans notre cheminement. Il faut aussi surveiller de près l'espace contrôlé de l'aéroport de Windhoek qui débute juste sur le pourtour des installations de Kiripotib et dont la zone a la particularité d'être active jusqu'au sol. Lorsque les conditions le permettent il est aussi possible de faire des incursions au Botswana, qui est situé juste à l'ouest de la Namibie, en volant en haute altitude.

On a aussi bien sûr vécu quelques défis en vol. Je garde entre autres en mémoire un « low save » passant de 1 000 pieds à 10 000 pieds, accompagné par un gros oiseau. Ou la fois où je me suis laissé surprendre à l'atterrissage par un gros vent de travers créé par un orage géant non loin des installations et qui a transformé mon virage de base en immense virage en forme de poire. Et aussi la fois où Richard et moi étions pas mal confus dans notre orientation jusqu'à ce qu'on réalise que le soleil n'était pas à la bonne place... sa position étant dans l'hémisphère sud à l'opposé de sa position chez nous! Euhh... Et il y a aussi la fois peu glorieuse où Jean-Yves et moi avons décollé en ayant oublié d'installer les antennes de compensation au haut de la dérive du planeur, mais ça c'était pas la faute de l'Afrique...

Notre stratégie consistait souvent à voler en formation en s'aidant mutuellement à trouver les bonnes ascendances et à minimiser les zones de chute. Nos deux machines se prêtaient d'ailleurs étonnamment bien à cette stratégie. En effet, on a été surpris de constater que le Arcus et le Ventus ont des performances très proches. Malgré ses dimensions et son poids plus grand, le Arcus est étonnamment agile en roulis notamment lors des entrées en thermiques. Aussi lors des transitions à haute vitesse, il n'a rien à envier au Ventus. Sans doute les deux meilleurs planeurs de leurs catégories respectives en ce moment.

L'AFRIQUE C'EST PRESQUE UNE AUTRE PLANÈTE

L'aspect contemplatif n'est pas en manque. En vol on a souvent pu observer de majestueux « virgas », ces orages dont l'eau de pluie s'évapore avant de toucher le sol et ressemblant à des pattes d'éléphants, des montagnes vallonneuses au nord et certaines plus à l'ouest dont le sommet est aplati, ainsi que d'interminables sillons géants et des lacs asséchés un peu partout avec en fond de toile un éparpillement à perte de vue de ranchs dédiés à l'élevage du bétail. Sans compter les couchers de soleil dans un ciel en feu qui nous accompagnaient au moment d'abriter les planeurs de leurs housses en fin de journée.

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LA VIE AU RANCH KIRIPOTIB

À Kiripotib, c'est le cas de le dire, il fait chaud comme en Afrique! La température oscille entre 26 degrés la nuit et jusqu'à 40 degrés le jour mais l'air très sec fait en sorte que c'est quand même confortable. L'anglais étant la langue commune, il est facile d'échanger entre nous. J'ai été étonné de constater que plusieurs des participants champions du monde ne s'encombrent pas de leur ego et sont très ouverts à partager généreusement leurs connaissances, ce qui fait que l'apprentissage ne se fait pas qu'en vol... L'ambiance est décontractée et les échanges sont animés pendant les repas, agrémentés par les trinques incessants des autrichiens!

Tout les fruits et légumes sont cultivés sur place et les animaux élevés sur le ranch qui est ainsi autosuffisant en nourriture sous le principe « Farm to table ». Les repas délicieux et variés sont préparés par les employés de cuisine compétents et expérimentés sous la supervision d'une excellente chef. Ce sont d'ailleurs des gens d'une nature chaleureuse avec lesquels il est facile d'échanger. J'ai d'ailleurs appris que pour certains d'entre eux, le ranch Kiripotib est une affaire de famille, ils y sont nés et y ont vécu toute leur vie! À quelques reprises, la chef et

quelques-unes de ses aides nous ont offert la description des plats dans leur dialecte local utilisant un claquement de la langue très particulier. Un beau moment culture. J'ai aussi eu la chance de partager un moment fort sympathique avec quelques-uns de nos aides de piste namubiens alors que nous étions dans la boîte d'un pick-up en train de remorquer un planeur en bout de piste. Je me souviendrai longtemps du fou rire qu'ils avaient tous pendant qu'un d'eux racontait une histoire qui n'en finissait plus à propos d'un hippopotame qui terrorisait un village ou... je ne sais quoi... Pure joie!

Fait à noter, il y a aussi au ranch une galerie d'art ainsi qu'un atelier où on peut observer des artisans locaux tisser des tapis et fabriquer des bijoux. Très beau et intéressant.

En somme, ce fut un voyage magnifique et infiniment formateur vécu en excellente compagnie. C'est une aventure que je recommande à tous mes amis pilotes qui souhaitent approfondir leurs compétences et bâtir encore d'avantage leur confiance en sortant de leur zone de confort. L'exotisme de l'endroit ne fait qu'ajouter à l'expérience.

À une prochaine fois sans doute...

DE PÈRE EN FIL

par Alexandre Mador



J'ai adoré mon expérience à l'association de vol à voile Champlain. Les gens sont très expérimentés et passionnés d'aviation. Ils parlent juste de cela! Des bénévoles qui donnent un maximum de leur temps, pour une petite communauté, soit l'AVVC.

Même si on parlait de réparer la toiture d'un des abris à avion. Ceci n'avait aucun rapport avec l'aviation, mais plusieurs personnes sont venues aider quand même. C'est vraiment une grande famille l'AVVC. Grâce à cette communauté, J'ai pu obtenir ma licence de planeur le 12 septembre 2019. Remercie spéciale à Jean Lapierre, Gustavo Tanoni, Gabriel Duford, mon père et plusieurs autres instructeurs et pilotes.

Tout a un début

Bon je ne vais pas vous mentir en disant que je me souviens parfaitement mon baptême de l'air.



Je ne m'en souviens aucunement; même pas une seconde. Ça s'explique bien car je n'avais pas encore deux ans. Pendant mon enfance, me retrouver dans les airs n'était plus un événement spécial ou extraordinaire, c'était comme mon ami qui allait les fins de semaine à son chalet.

J'ai passé ma jeunesse à expliquer aux gens c'était quoi un planeur. Je commençais à leur expliquer, leurs yeux s'agrandissaient avec intérêt, même que d'autres étaient jaloux de ma chance. Je ne les comprenais pas, pour moi c'était normale, c'était comme ma deuxième maison. Même que j'étais jaloux de mon ami avec son chalet, mais je ne comprenais pas l'opportunité que j'avais. Plus que je vieillissais, plus que je me rendais compte de ma chance. Cette chance m'a fait connaître les Cadets de l'air. Cette chance m'a permis de connaître beaucoup de passionnés de l'aviation. Cette chance m'a permis de devenir pilote de planeur.

Je me présente Alexandre Mador, mon père Jean-François Mador est pilote de planeur à l'Association de vol à voile Champlain, voici comment je suis devenu pilote. Je suis née à La Tuque, proche de ... rien. La plupart des jeunes, ne s'aventurent pas à l'extérieur de la Mauricie (Notre région administrative) avant l'âge de vingt ans. J'ai étudié au La Tuque High School, une petite école anglophone, pour mon primaire et mon secondaire, donc je n'ai pas changé d'école avant d'aller au CEGEP l'an dernier. Si tu m'avais dit à l'âge de dix ans qu'il me serait possible de voler 2h00, seul dans un planeur, sept ans plus tard, je ne t'aurais jamais cru. Hé bien c'est arrivé.

À l'âge de quatorze ans, j'ai eu la chance de rejoindre les Cadets de l'air à l'escadron 646 de La Tuque. Le même escadron où mon père a commencé lui aussi sa carrière comme pilote. Bien que j'aurais pu débiter à douze ans, j'ai attendu deux ans avant de rejoindre le mouvement. J'étais très gêné et j'avais peur du changement, donc je ne voulais déranger ma routine. Saviez-vous que plusieurs, même que la plupart des pilotes comme Chris Hadfield et mon père ont fait partie du programme. En parlent de mon père...

... a continué

Ce qui m'a donné le goût de devenir pilote

Mon père a complété sa licence de planeur en 1996 à l'âge de seize ans. Deux ans plus tard il est devenu instructeur de vol. En 1998, 1999 et 2000, il enseignait aux cadets qui voulaient devenir pilote de planeur. Il me contait plusieurs histoires sur ces années-là, comment les instructeurs étaient dévoués à l'enseignement des jeunes. Les étudiants qui avaient de la difficulté étaient pris en main pour qu'ils réalisent leurs rêves. Mais les histoires dont je me souviens le plus, sont toutes les anecdotes qui se passaient au champ de vol ou l'esprit de camaraderie avec les autres instructeurs. Je ne peux pas commencer sur ça, sinon je vais prendre la place du magazine au complet. Bien ce sont ces histoires-là qui m'ont convaincu à devenir pilote.

Cadet jusqu'à un pilote de planeur « jaune »

J'ai fait deux camps d'été avant mon cours de planeur. Un premier cours de trois semaines sur quelques bases en aviation à Bagotville. Le deuxième fut un camp en mécanique d'avion à North Bay. Ce camp était un des plus difficile à être admis. Un camp de six semaines concernant les techniques de mécanique d'avion donné par des profs de l'ÉNA. Ce camp a été le meilleur que j'ai eu jusqu'à maintenant. Finalement j'avais atteint l'âge pour faire mon cours de planeur et en plus j'étais admis. Cependant ça ne s'est pas déroulé comme je l'avais envisagé, comme plusieurs autres personnes, je n'ai pas été en mesure de compléter le camp. J'ai donc eu la chance de pouvoir avoir un plan B, soit l'AVVC.

Bienvenue au AVVC!

Quand je suis arrivé au AVVC, tout était différent: les planeurs, les gens, la routine et les façons d'opérer. Il n'y en a pas un meilleur que l'autre, c'est juste différent. Ce qui m'a le plus surpris comparé aux cadets, c'est que tous les pilotes et les instructeurs sont là pour le fun. Ils ne sont pas forcés ou payés pour être là. Ils donnent des cours pour aider les débutants et transmettre leur passion. J'ai même eu la chance de participer à une semaine de formation, organisée par un groupe de membres. Cette semaine-là, j'ai appris beaucoup sur le vol à voile, les thermiques, les vaches et la conscience situationnelle. Tous les membres de la communauté du AVVC, m'ont aidé accomplir mon rêve. Merci! Présentement j'étudie au CEGEP Champlain à Lennoxville pour poursuivre à l'université en ingénierie. J'y met beaucoup d'énergie pour bien réussir et cet été je travaille comme préposé à l'information au bureau touristique de la Haute-Mauricie. J'ai dû arrêter le vol pour ces raisons, mais je compte bien voler à quelques reprises cette année. Mon parcours dans le monde de l'aviation m'a appris bien plus que de voler en planeur. J'ai amélioré mon côté social, j'ai voyagé à plusieurs endroits pour rencontrer des passionnés en aviation. Aussi c'est fou comment j'ai augmenté ma confiance en moi. Mais le plus important est le fait que j'ai accompli quelque chose qui me semblait impossible, surtout après mon camp comme cadet. Je me suis surpassé à tous les niveaux. Tous cela n'aurait pas été possible sans le programme de cadets, la communauté passionnée d'aviation de l'AVVC, ma mère et mon père. Merci à tout le monde qui m'ont aidé durant mon parcours en aviation.



LE CVVS, PREND SON ENVOL.....

par Pascal Mourgues et David Girard



Après de nombreuses péripéties pour certifier notre planeur motorisé SF28, le Centre de vol à voile du Saguenay (CVVS) vient d'obtenir de TC, le fameux sésame. Après une franche discussion entre les services publics de TC et notre président fondateur Pascal Mourgues, ne voyant pas d'avancée significative dans le dossier de certification, entrevois le retour possible du SF28 en France, l'arrêt complet de sa certification et la fin du club.

Mais avec la gentillesse, le professionnalisme et surtout la bonne réactivité des services de TC, nous avons pu travailler correctement ce printemps et notre club a obtenu le Certificat de Navigabilité pour le SF28 le 13 mai 2021. Notre club est donc prêt à décoller officiellement.

Nous avons donc ouvert les inscriptions, et les avons volontairement bloquées à 12 membres actifs pour cette période de pandémie. Nous sommes au complet, avec une moyenne d'âge de 28 ans, 9 jeunes de moins de 20 ans, et trois têtes blanches dont je fais partie, ce qui pèse lourdement sur notre moyenne d'âge.

Je ne compte pas, parmi ces membres, Jo Lanoé, qui nous a aidés depuis le début de cette aventure, et qui a été nommé lors de notre première Assemblée Générale le 19 juin dernier comme membre d'honneur à vie, comme Serge Morin, pour leur aide précieuse et soutien moral à mes côtés pendant 3 ans pour le CVVS. Premier VOL pour de vrai ...

Une poignée de pilotes dont Serge Morin, pilote de ligne, chef pilote instructeur de vol à voile au CVVS, avec un nombre important d'heures sur SF28 réalisées en France. Et David Girard, un jeune pilote de 19 ans a déjà vécu une expérience époustouflante avec presque tout ce qui vole. Il a effectué plus de 400 décollages de planeurs avec des cadets au cours des dernières années, presque instructeur pour le cadet, que la pandémie a écourté. Pilote d'avion privé, pilote de drone professionnel, pilote de flotte, pilote de bimoteur, étudiant CQFA, totalisant près de 180 heures de vol.

Et moi-même, pour commencer les premiers vols de SF28 le 29 mai 2021. Ce 29 mai est donc une journée historique pour le CVVS, et ce premier vol a été réalisé par Serge Morin et Pascal Mourgues pour un vol de 1h33, pour une reprise en main de notre SF28 sans couper le moteur pour ce premier vol. Nous avons eu la chance d'aller taquiner les thermiques québécois, qui étaient excellents.

Je n'avais pas piloté le SF28 depuis le 31 août 2019, date à laquelle il a quitté le club de Vinon en France pour le Québec. Quelle joie et plaisir de voir que le SF28 fonctionnait toujours aussi bien après cette pause administrative. Puis c'est au tour de David de prendre en main le SF28 pour son premier vol avec ce motoplaneur accompagné par Serge. Je laisse donc à notre jeune et talentueux bénévole David le soin de vous présenter pour la suite de cet article, ces premières expériences sur le SF28 du club CVVS.

David:

Ayant complété mes licences de pilote planeur et motorisé avec le programme des cadets de l'air en 2018 et 2019, J'eue l'immense privilège de pouvoir rejoindre le club de vol à voile de Saguenay dès sa création en 2020. Dans les lignes suivantes, je vous emporterai avec moi en vol à bord de notre fabuleux SF-28 dans une région à couper le souffle.

Je me souviens bien à l'automne 2019 de notre futur président du club qui était venu faire un vol en planeur à Bagotville. Il avait les yeux pleins d'espoir et de volonté de créer un programme de vol pour la jeunesse et la relève de demain dans le domaine de l'aviation. Comme vous le constaterez sûrement, les ambitions d'un tel club me charma et je ne me fis pas prier plus longtemps pour m'engager à titre de bénévole.

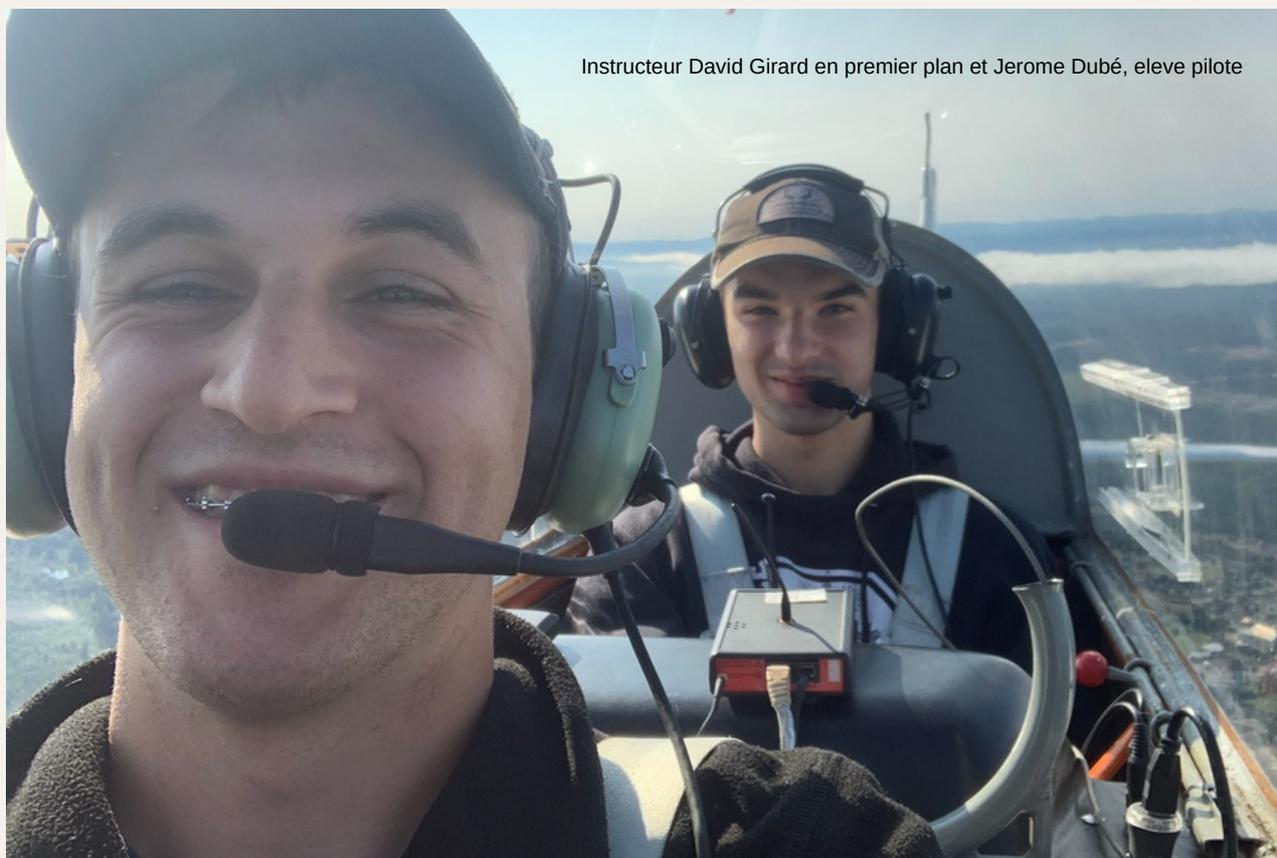
Depuis, j'ai suivi une personne qui devint rapidement un mentor pour moi: Pascal Mourgues. En effet, aussitôt mon emport passager complété sur le SF-28, j'apporte Pascal avec moi pour qu'il me montre le vrai vol à voile. Quelle expérience complètement dynamique! Il ne s'agit alors pas que de monter et de descendre comme je le croyais, mais bien de vivre et de sentir sa machine. On ne fait plus qu'un avec celle-ci, on réagit à nos impressions et on en vit ensuite tous les bénéfices: une ascendance sans moteur.

Voler en planeur dans le royaume du Saguenay-Lac St-Jean est une expérience que je conseil à tous. En effet, on expérimente de nombreux thermiques en relation avec des ondes orographiques (montagnes des Monts-Valin) dans un paysage à couper le souffle: D'un côté on retrouve les montagnes et de l'autre, un fjord et un lac reconnu partout pour sa splendeur. D'autre part, notre fameux SF-28 nous permet un décollage autonome et une sécurité supplémentaire.

Par le biais de son moteur, on effectue nos décollages à CYRC en toute confiance. La majorité de nos membres n'ayant pas de licence planeur peuvent ainsi voler avec plus de confiance, car dans le cas d'un manque d'altitude important, on rallume le moteur sans soucis. De plus, le simple fait d'arrêter le moteur en vol procure une expérience indescriptible. D'un côté le silence et de l'autre une agilité de la machine accrue.

En résumé, le CVVS vole bel et bien finalement. Suite à la persévérance de M. Pascal Mourgues (Président et Fondateur), M. Serge Morin (Chef Instructeur) et M. Joe Lanoe (Membre à vie). Les jeunes adorent l'expérience CVVS !! D'ici quelques semaines, nous serons en mesure de compléter nos premiers lâchers solos (Des jeunes sans licence). On leur souhaite donc une bonne continuation dans l'aviation et on souhaite bien vous emporter en vol dans notre grande région !

Au plaisir et bon vol à tous !



Instructeur David Girard en premier plan et Jerome Dubé, eleve pilote

A JOURNEY TO THE 2022 NATIONALS

by Ryan Wood

It was a warm, sunny evening at Edmonton Soaring's bustling clubhouse patio. The day's picture-perfect 13,000ft cumulus clouds were gradually dissipating, and pilots and volunteers enjoyed a Ukrainian dinner while reminiscing about the incredible two weeks at the 2022 Canadian Nationals. Although the flying was complete, there was still anticipation in the air. For the previous eight tasks, we received our scores immediately after uploading the IGC log following our flights. However, for the final day of the competition, instant scoring was disabled to create a more climactic reveal during the awards ceremony.

Chris Gough and Joerg Stieber had been locked in a neck-and-neck battle for the top position in the FAI class, and in Club Class, while Dave Cole had built a bit of a points buffer, Marian Rakusan had been very fast in his ASW20 the previous day and was closing in.

I was excited for another, more personal, reason. Bruce Friesen, our contest director extraordinaire, had hinted to me in the buffet line that I'd be especially interested in the day's results. My heart rate increased a bit, as heading into the competition, I had a secret "stretch" goal—to win at least one task.



As a competition rookie, this might seem ambitious. But, having just completed my Glider Pilot Licence three weeks prior, surely that must be delusional at best, and a dangerous case of "Dunning-Kruger" intermediate syndrome at worst?

What if competitive cross-country gliding was not just the domain of veteran "sky gods," but something accessible to newer pilots—if approached with training, preparation, and a positive mindset?

....CONTINUED



From Hang Gliding to Glider Pilot Licence

In 2021, my wife, kids, and I made an “office-turned-remote” pandemic move back home to Saskatchewan after more than 16 years in Hamilton, ON. My flying “career” had started with 35 hours in Cessnas after I graduated from high school, but a few years after moving away from the idea of a commercial pilot career, I found my true passion: hang gliding. While there is nothing that compares to the visceral sensation of weight shift controlling one’s very own pair of wings, I was often envious, after sinking out on an XC flight, when I’d check out local OLC glider flights online. Sailplanes were reliably completing 500km+ flights, no luck necessary, on days the thermal spacing wasn’t favourable for a hang-glider. I had done a bit of glider training at Saskatoon Soaring Club previously during summer vacations, so immediately after settling back home in SK, I reached out to Fernando Garza at SSC. Saskatchewan is extremely fortunate to offer some of the most affordable and accessible gliding in the world thanks to Sask Lotteries funding through Sask Sport, and because of this opportunity, not only could I continue my training, but my oldest daughter Amelia was able to join me and start hers as well! After soloing that summer, I started to accumulate hours with longer soaring flights, often doing laps on the small Proving Ground task. In hindsight, I should have perhaps focused more on practising circuits to meet licence minimums.

That fall, I set up a dedicated Condor simulator rig in our sunroom. It incorporated the cockpit of an Aeros AL-12 microlight glider, with potentiometers and an Arduino microcontroller converting the stick, pedals, and flap/airbrake handle into joystick inputs. Although I had dabbled with Condor a few times over the years, I had never fully immersed myself in it, but the level of immersion from VR made it a whole other experience.

I soon became hooked on how rich glider racing is—an unparalleled fusion of racing skill and strategy in three dimensions. Moreover, participating in this competitive e-sport two or three times a week helped me endure my first long Saskatchewan winter in 17 years!

At first, the gap to the top Condor pilots seemed immense. I wondered how they could be so fast, but it was also motivating, as the unending potential for progression and learning is what makes soaring sports so addictive. Little tweaks and efficiencies can quickly compound; eventually, my results improved, and I even started winning some tasks. I discovered a weekly competition listed on Condor.club called “Proving Grounds,” taking place most Sunday evenings through the winter. This soon became my favourite contest as it attracted about 30 other Canadian glider pilots, allowing us to chat and fly together using Discord voice chat. When I heard Chris Gough, the organiser, mention that he was hosting the 2022 Canadian Nationals, I knew that having a competition only five hours away, with nearly endless springtime outlanding options, was an opportunity I couldn’t miss.

He explained that for novice pilots, he wanted to see the Silver distance finished, in addition to off-field landing practice. No problem (or so I thought), so I transferred the deposit with the hopes of somehow securing a glider. Gratefully, John Toles, Neil Beaton, Fernando, and the Saskatoon Soaring Club were very supportive and offered to loan the club’s L-33. Pavan Kumar hosted weekly practice Condor tasks out of Edmonton Soaring Club, where we’d hone our use of XCsoar to navigate Assigned Area Tasks (AAT).

I meticulously prepared a checklist of everything I’d need for the event, including glider, trailer, and camping, and started addressing each detail. There was still one “small” hurdle, however—May was rapidly approaching, and the club’s hangars were still buried in a snowdrift.

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I only had a couple of weeks to get checked out, complete eight solo flights, an off-field landing, and a 50km silver cross-country flight. But, on Sunday, May 22, my daughter and I drove out to SSC with a freshly minted Glider Pilot Licence. I quickly flew the L33 upwind 57km and back, landed off-field, packed it up into the trailer, and headed directly to Chipman, Alberta, with an exceptional weather forecast on the radar.

The practice days were indeed very helpful in familiarizing me with the operations and finally getting my body to cooperate with the in-flight pee system. With a minimum 248 km and 3-hour task on the first practice day, it was helpful for building confidence that the solid spring soaring conditions would readily allow one to complete the task and return home. After 140 hours and 22,000 km of Condor racing, a concentration of early season flights, and extensive reading and preparation, I was feeling confident and comfortable in the competition environment.

The first task day (2.5 hours/272 km AAT) had a questionable forecast with a chance of over-development. It started quite well for the first two legs. I was averaging about 75km/h, but then from Turnpoint 2 to the goal was a large stable, blue stretch. With the L-33, on paper, there should be an advantage with its low handicap, but this was one of the numerous situations where you pay a “strategy tax” (i.e., fewer options) with a low-performance glider. Where better gliders might glide all the way through, or only stop for one climb, I knew I had to switch to survival mode and take many slow climbs just to make it home. I was expecting a disappointing result but was pleasantly surprised to finish 4th. The idea of winning a task began to seem not so far-fetched.

“Learning Opportunities”

As realistic as Condor 2 is, reality has a lot more variance. On Task 2, XCsoar showed I had a final glide with a big margin (MC 8 or 9, I recall), but I encountered sink all the way and took a 168-point penalty for finishing low. Task 3 had me hopeful again, with a 3rd place finish, but I still lost some points by finishing a bit before the 3-hour minimum. On Task 4, where I was also completing a 300 km FAI triangle during the AAT, I left a nice buffer of coming in 15 minutes over the minimum, but I had actually set the time wrong in XCsoar at 4 hours instead of 4.5 hours. Arriving 15 minutes early essentially carried the same cost as if one had lost 15 minutes centering thermals or flying off course.

The most bone-headed and costly error, however, occurred on day 5. The flight seemed decent, but when I uploaded my track, it scored only 328 points, as if I had landed out! I immediately opened my flight in SeeYou to try to figure out what the issue was. I had advanced my waypoint to the goal prematurely, thinking I'd pass through the final large AAT sector en route to the goal anyway. With that sector soon out of mind, I inadvertently chased clouds on a curved path around the OUTSIDE of the cylinder, missing it by just over a kilometre and costing hundreds of points.



I had experienced the same kind of setbacks—losing a task through unnecessary or foolish decisions—plenty of times in Condor. However, I think that failing rapidly and frequently may be the most important concept to “simulate.” As someone who loves competing and winning, I would get very annoyed with myself for these mistakes, but at the same time, I began to notice that I was also learning a lot more from these races where things didn't go smoothly. I started practising “cognitive reappraisal,” consciously shifting my mindset from “proving” mode (i.e., “Am I good, smart, or talented enough?”) to “improving” mode (i.e., “What can I learn from this failure?”).

Speeding Up

Task 6 went smoothly. No major mistakes, and I even felt a bit smug when I saw I averaged 84.5 km/h on the task. The problem, however, was that the rest of the field was also improving, and that speed was only good enough for 7th place that day.

It occurred to me that after making numerous mistakes throughout the competition, I had subconsciously started flying a bit too conservatively, when the conditions called for a more assertive approach. I needed to fly more assertively, like in Condor—passing up mediocre or uncentered climbs. Task 7 started promisingly, with a perfect cloud street leading all the way into the first sector, which I was able to connect to another street for about 40 km toward the second sector. After the second sector, I faced a choice: head to a cloud further south, deeper in the third sector, or go top out at a nearby cloud slightly to the right, then head to the goal.

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XCsoar indicated that I would still arrive later than the 3-hour minimum, so I opted for the latter. The final glide turned out to be very buoyant, and I ended up coming in high and three minutes too early. It was the wrong choice, but I still managed nearly 95 km/h in an L-33. But would it be enough to take the day?

Final Results

After we finished a second helping of cabbage rolls and dessert, the awards ceremony finally began. With a blazing 148 km/h task, Joerg managed to outperform Chris for the FAI class trophy. Dave Cole scored enough points to hold onto the Club Class title. Marian was the runner-up, and he was just a little too fast, taking the final task win and leaving me with 2nd place.

Although I ended up just shy of achieving my personal goal of winning a task, I was thrilled with the entire event. In 10 flights (including one dual with Pavan in the Perkoz), I accumulated more than 40 hours of airtime and 2,483 km on OLC. I completed every task and finished 7th overall, along with the realisation that 4th would have been possible if I had made fewer unnecessary errors (of course, some other pilots could say the same thing).

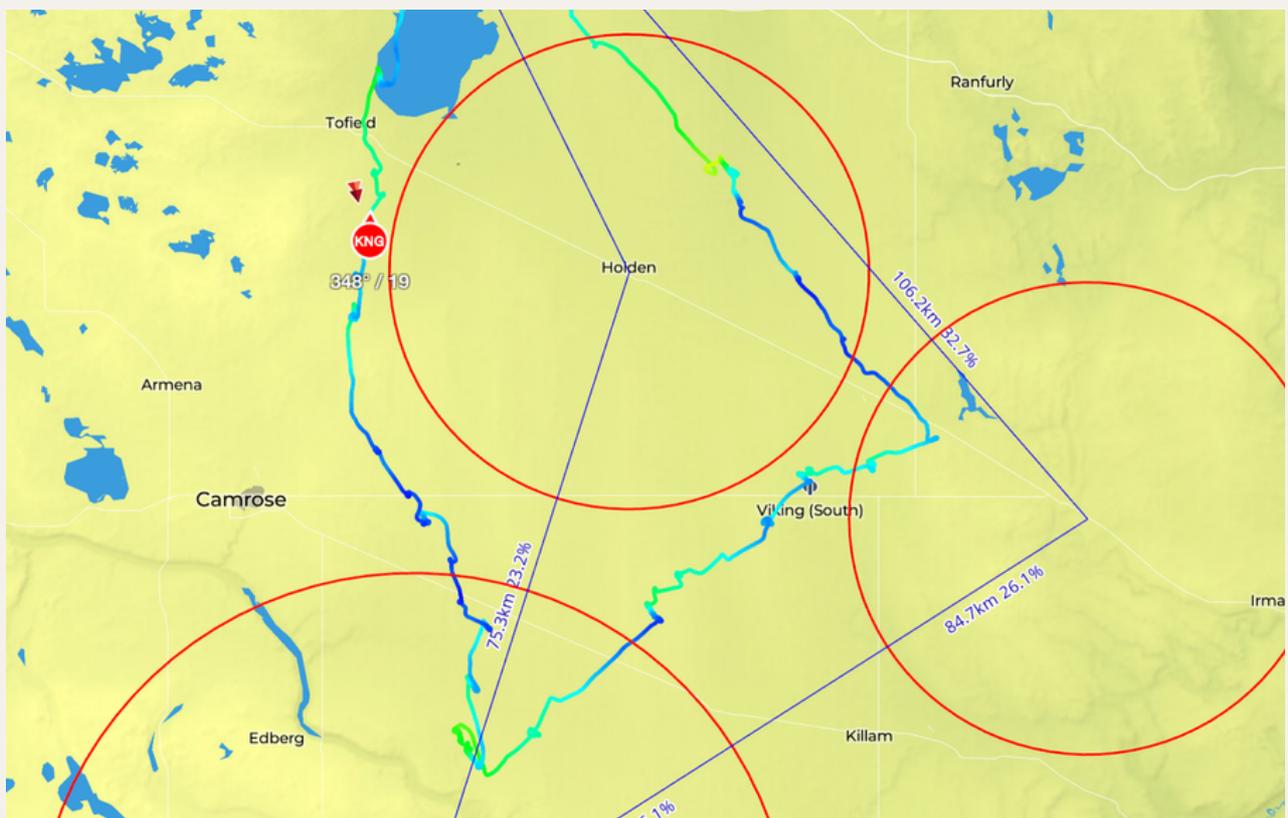
The competition was very well-run, featuring great meals and social events, and most importantly, it was a perfect opportunity to make new friends in the gliding world.

In closing, if you are a novice pilot drawn to the sporting (XC and racing) aspects of gliding, I encourage you to pursue it. The key? Become very proficient at flying in circles (thermalling); everything else flows from that.



Although being a 500+ hour hang glider pilot definitely gave me a head start, I'd attribute my relatively quick transition to this sport 30 percent to that experience, and 70 percent to Condor. There is no better investment (besides a good audio vario, perhaps) than a decent Condor setup. Pilots could spend tens, even hundreds of thousands of dollars on more efficient gliders or equipment, but approximately \$1,000 could get you a decent Condor setup (e.g., low-end gaming PC, joystick, rudder pedals, and ideally VR). This could easily improve your XC speed by 10%, which, according to John Cochrane's analysis*, would be worth well over \$80,000 in terms of glider value, as "small differences in pilot technique outweigh huge differences in expensive fibreglass." Unbound by operational and weather constraints, you can gain seasons' worth of experience in months.

Suffice it to say, I am definitely hooked on competitive gliding. I returned to Edmonton Soaring Club a couple of months later to purchase my own glider, a lovely Libelle, and am looking forward to more competitions in the upcoming seasons!



AWARDS: C BADGES

FAI#	NAME	CLUB	PERF.	GLIDER	TAKE-OFF	FLIGHT MM/DD/YY
3166	JAMES WOOD	SOSA	5:02	SZD-51	ROCKTON ON	8/5/21
3167	JEFFREY ROBINSON	LONDON	5:04	ASTIR CS	EMBRO ON	8/5/21
3168	GEORGE DOMARADZKI	RIDEAU VALLEY	5:35	ASW-20	KARS ON	5/31/21
3169	PHIL STANG	RIDEAU VALLEY	3:37	LS-4	KARS ON	7/10/21
3170	JULIA CLITHEROE	SOSA	3:04	SZD-51	ROCKTON ON	7/21/21
3171	JOE BOWERING	EDMONTON	3:00	SZD48-1	CHIPMAN AB	8/29/21
3172	MICHAEL CHAZOT	SOSA	2:57	ASK21B	ROCKTON ON	7/21/21
3173	MARCO MARTINS	SOSA	5:06	ASW20	ROCKTON ON	7/9/22
3174	CSABA BALAZS	MONTREAL	5:15	DG300	HAWKSBUURY ON	6/25/22
3175	TOM WEIHER	WINNIPEG	5:18	PW5	WINNIPEG	6/9/22
3176	SOPHIE COLE	EDMONTON	1:10	SZD-54-2	CHIPMAN AB	6/26/22
3177	PAUL PAYETTE	TORONTO	3:15	GROB102	CONN ON	7/15/22
3178	REZA DARVISH	SOSA	2:35	SZD-51	ROCKTON ON	7/10/22
3179	FRANCO BELALCAZAR	LONDON	3:55	LS-4A	EMBRO ON	7/16/22
3180	LUIS RODRIGUEZ	YORK	2:57	1-34	ARTHUR ON	8/12/22
3181	QI ANDREW WANG	CU NIM	1:25	PW5	BLK DIAMOND AB	8/18/22
3182	DANIEL NAZARKO	CU NIM	1:51	PW5	BLK DIAMOND AB	8/11/22
3183	ROBERTO DEL BALSIO	MONTREAL	2:37	DG300	HAWKSBUURY ON	10/10/22
3184	MARK LUSCHER	SOSA	4:35	ASW20C	ROCKTON ON	7/10/22
3185	ELIAN DUPRE SARMIENTO	CU NIM	1:06	ASW19	COWLEY AB	10/2/22
3186	ANDRE GAGNE	QUEBEC	2:04	SZD50	ST RAYMOND QC	7/13/22
3187	EMERSON NARUSE	SOSA	5:18	LS-4	ROCKTON ON	8/11/22
3188	DAN ABERG	SOSA	5:23	SZD51	ROCKTON ON	7/29/22
3189	GREG ZAK	BGA		BGA	BGA	9/17/19
3190	SEAN CHRISTIE	SOSA	5:16	LS-8	SEMINOLE LK FL	2/2/23
3191	RYAN WOOD	SASKATOON	5:44	L-33	CHIPMAN AB	5/31/22
3192	DAVID EVANS	LONDON	1:48	SGS134	EMBRO ON	8/27/22
3193	ERIC SCHULDES	LONDON	1:25	G102 ASTIR	EMBRO ON	4/30/23
3194	SAHIL KALE	SOSA	5:19	SZD51	ROCKTON ON	4/29/23
3195	ZACHARY COLLINS	SOSA	5:00	SZD51	ROCKTON ON	4/29/23
3196	THOMAS BREITENMOSER	VANCOUVER	4:06	G102 ASTIR	HOPE BC	6/10/23
3197	ARTUR SIWIC	VANCOUVER	2:03	G102 ASTIR	CONN AB	5/26/23
3198	MICHAEL CARSON	EDMONTON	2:22	PW5	CHIPMAN AB	9/24/22
3199	IULIAN BALTA	TORONTO	1:16	ASK13	CONN AB	6/18/23
3200	DOUG REMOUNDOS	GATINEAU	2:03	SGS 1 35	PENDLETON ON	9/23/23
3201	JORDYN NICKERSON	CU NIM	1:28	ASW19	BLK DIAMOND AB	10/8/23
3202	ALEKSANDAR GACIC	TORONTO	3:03	SZD51	CONN AB	9/23/23
3203	LUCAS BRAMESFELD	TORONTO	1:44	ASK21	CONN AB	10/8/23
3204	SHANEEL PATHAK	CU NIM	1:52	ASW19	COWLEY AB	9/23/23
3205	FRÉDÉRIC COUTURIER	CVVQ	1:28	GROB 102	ST RAYMOND QC	7/23/22
3206	ETHAN JACOB SPECHT	LONDON	1:31	SGS 134	EMBRO ON	

AWARDS: SILVER ALTITUDE

FAI#	NAME	CLUB	PERF.	GLIDER	TAKE-OFF	FLIGHT MM/DD/YY
3166	JAMES WOOD	SOSA	1523	SZD51	ROCKTON ON	8/5/21
3167	JEFFREY ROBINSON	LONDON	1396	ASTIR CS	EMBRO ON	8/5/21
3168	GEORGE DOMARADZKI	RIDEAU VALLEY	1787	ASW20	KARS ON	5/31/21
3169	PHIL STANG	RIDEAU VALLEY	1122	LS4	KARS ON	7/10/21
3170	JULIA CLITHEROE	SOSA	1368	SZD51	ROCKTON ON	7/21/21
3171	JOE BOWERING	EDMONTON	1408	SZD48-1	CHIPMAN AB	8/29/21
3173	MARCO MARTINS	SOSA	1324	ASW20	ROCKTON ON	7/10/22
3174	CSABA BALAZS	MONTREAL	1484	DG300	HAWKESBURY ON	6/25/22
3175	TOM WEIHER	WINNIPEG	1297	PW5	STARBUCK MB	6/9/22
3178	REZA DARVISH	SOSA	1172	SZD51	ROCKTON ON	7/10/22
3179	FRANCO BELALCAZAR	LONDON	1392	LS4A	EMBRO ON	7/16/22
3180	LUIS RODRIGUEZ	YORK	1150	1-34	ARTHUR E ON	8/12/22
3177	PAUL PAYETTE	TORONTO	1340	GROB102	CONN ON	7/15/22
3183	ROBERTO DEL BALS0	MONTREAL	1208	DG300	HAWKESBURY ON	10/10/22
3184	MARK LUSCHER	SOSA	1559	ASW20	ROCKTON ON	7/10/22
3172	MICHAEL CHAZOT	SOSA	1386	SZD51	ROCKTON ON	6/23/22
3187	EMERSON NARUSE	SOSA	1292	LS4	ROCKTON ON	8/11/22
3188	DAN ABERG	SOSA	1592	SZD51	ROCKTON ON	7/29/22
3190	SEAN CHRISTIE	SOSA	1129	LS8	SEMINOLE L FL	2/2/23
3191	RYAN WOOD	SASKATOON	2065	L33	CHIPMAN AB	5/31/22
3194	SAHIL KALE	SOSA	1904	SZD51	ROCKTON ON	7/3/22
3195	ZACHARY COLLINS	SOSA	1351	SZD51	ROCKTON ON	6/23/22
3198	MICHAEL CARSON	EDMONTON	1551	PW5	CHIPMAN AB	5/26/23
3197	ARTUR SIWIC	VANCOUVER	2227	G102 ASTIR	HOPE BC	6/17/23
3199	IULIAN BALTA	TORONTO	1204	ASK13	CONN AB	6/10/23
3200	DOUG REMOUNDOS	GATINEAU	1415	SGS1-35	PENDLETON ON	5/26/23
3202	ALEKSANDAR GACIC	TORONTO	1698	SZD51	CONN AB	6/18/23
3176	SOPHIE COLE	EDMONTON	1219	LS4	COWLEY AB	8/1/23
3157	CAREY CUNNINGHAM	CU NIM	2146	ST CIRRUS	BLK DIAMOND AB	5/19/23
3182	DANIEL NAZARKO	CU NIM	2759	ASW19	COWLEY AB	10/6/23
3204	SHANEEL PATHAK	CU NIM	3018	ASW19	COWLEY AB	10/8/23

AWARDS: SILVER DURATION

FAI#	NAME	CLUB	PERF.	GLIDER	TAKE-OFF	FLIGHT MM/DD/YY
3166	JAMES WOOD	SOSA	5:02	SZD51	ROCKTON ON	8/5/21
3167	JEFFREY ROBINSON	LONDON	5:04	ASTIR CS	EMBRO ON	8/5/21
3168	GEORGE DOMARADZKI	RIDEAU VALLEY	5:35	ASW20	KARS ON	5/21/21
3170	JULIA CLITHEROE	SOSA	5:08	SZD51	ROCKTON ON	7/22/21
2449	KERRY STEVENSON	CU NIM	5:43	DUO DISCUS	CHIPMAN AB	6/2/22
2864	STEPHEN SZIKORA	TORONTO	5:10	SZD51	CONN ON	7/10/22
3173	MARCO MARTINS	SOSA	5:06	ASW20	ROCKTON ON	7/9/22
3174	CSABA BALAZS	MONTREAL	5:15	DG300	HAWKESBURY ON	6/25/22
3178	REZA DARVISH	SOSA	5:13	SZD51	ROCKTON ON	7/15/22
3179	FRANCO BELALCAZAR	LONDON	5:05	LS4A	EMBRO ON	7/30/22
3160	JACQUES BORDESSOULE	QUEBEC	5:43	GROB103C	ST RAYMOND QC	6/30/22
3175	TOM WEIHER	WINNIPEG	5:18	PW5	STARBUCK MB	6/30/22
3184	MARK LUSCHER	SOSA	5:12	ASW20	ROCKTON ON	6/9/22
3172	MICHAEL CHAZOT	SOSA	5:34	SZD51	ROCKTON ON	8/12/22
3187	EMERSON NARUSE	SOSA	5:18	LS4	ROCKTON ON	6/23/22
3188	DAN ABERG	SOSA	5:23	SZD51	ROCKTON ON	8/11/22
3190	SEAN CHRISTIE	SOSA	5:16	LS8	SEMINOLE LK FL	2/2/23
3191	RYAN WOOD	SASKATOON	5:44	L33	CHIPMAN AB	5/31/22
3194	SAHIL KALE	SOSA	5:19	SZD51	ROCKTON ON	7/3/22
3195	ZACHARY COLLINS	SOSA	5:00	SZD51	ROCKTON ON	6/23/22
3198	MICHAEL CARSON	EDMONTON	5:09	PW5	CHIPMAN AB	5/26/23
2908	STEPHEN LAZUK	GATINEAU	5:05	SZD51	PENDELTON ON	5/31/23
3197	ARTUR SIWIC	VANCOUVER	5:15	G102ASTIR	HOPE BC	6/17/23
3200	DOUG REMOUNDOS	GATINEAU	5:17	SGS1-35	PENDELTON ON	6/22/23
3180	LUIS RODRIGUEZ	YORK SOARING	5:20	LS4	ARTHUR ON	8/5/23
3182	DANIEL NAZARKO	CU NIM	5:06	ASW19	COWLEY AB	10/6/23

AWARDS: SILVER DISTANCE

FAI#	NAME	CLUB	PERF.	GLIDER	TAKE-OFF	FLIGHT MM/DD/YY
3166	JAMES WOOD	SOSA	81.1	SZD51	ROCKTON ON	8/5/21
3167	JEFFREY ROBINSON	LONDON	50.2	ASTIR CS	EMBRO ON	6/23/21
3168	GEORGE DOMARADZKI	RIDEAU VALLEY	118.0	ASW20	KARS ON	6/12/21
3169	PHIL STANG	RIDEAU VALLEY	55.0	LS-4	KARS ON	7/10/21
3170	JULIA CLITHEROE	SOSA	73.2	SZD51	ROCKTON ON	7/21/21
2864	STEPHEN SZIKORA	TORONTO	60.2	SZD51	CONN ON	6/3/22
3173	MARCO MARTINS	SOSA	98.4	ASW20	ROCKTON ON	7/10/22
3174	CSABA BALAZS	MONTREAL	54.3			

