

free flight



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official publication of the S.A.C.

THE SOARING ASSOCIATION OF CANADA

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EDITOR OF FREE FLIGHT

Bob Gairns
8005 Upper Lachine Road,
Apartment 5,
Montreal, P.Q.

Please notify SAC, 77 Metcalfe street, Ottawa, Ont. of any change of address

The Soaring Association of Canada is a non-profit national organization devoted to furthering motorless flight in Canada, both as a sport and as a technical development.

F.A.I. Gliding Certificates are issued by the S.A.C. through arrangements with the Royal Canadian Flying Clubs Association, Canadian representative of Fédération Aéronautique Internationale.

The S.A.C. is glad to serve all gliding enthusiasts, singly or in groups in Canada, whether or not they are Association members.

Annual Membership Fee	\$7.00 (Individuals)
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FREE FLIGHT Subscription	\$4.00 (Non-members only)

Address all enquiries to : The Secretary,
c/o R.C.F.C.A.,
Commonwealth Bldg.
77 Metcalfe Street,
Ottawa 4, Ontario.

PLEASE NOTE

All memberships expire December, 1959. Will be carried until the Annual Meeting to be held in Kingston, May 26th, 1960.

Better Renew Now!

S .A .C . NEWS

Dear Member;

Once again Free Flight is suffering from our voluntary labour problems. Leo Smith has had to give up the Editorship because of pressure of work which has prevented him giving the publication the time he would have liked. Leo has contributed a great deal of time and no little effort in producing the last four or five issues. Nearly all of these have been personally typed in order to save the forty or so dollars which professional work would have cost. In addition, records of memberships and cards have been an arduous sideline. Many thanks Leo, when the Balance balances, the house is built, the Fauvel flying, maybe you'll return again. For now, good luck to you and the family.

When things are blackest come offers of help and with this patchwork effort the editorship passes to Bob Gairns of Montreal who has stepped into the breach.

Distribution and printing will remain in Ottawa and possibly our costs may go up a little. However a stabilized system of reproduction may well be worth the extra outlay. Free Flight is undoubtedly a popular medium and its prompt appearances should amply repay itself. Maybe we have been overthoughtful of a budget.

By the way, this has been the year when everything ran out, Logbooks, Crests, FAI Certificates, Silver C Badges have necessitated large expenditures which it is true, will return; in the meantime our assets have disappeared into stock. Bob Murray has a worried look, he would no doubt, be more than pleased to see an early return of subscriptions.

The Annual General Meeting will be held at the Lasalle Hotel, Kingston. Saturday March 26th. An agenda and more details will be forwarded to each member soon. Please make reservations direct to the Hotel.

A .N . LeCheminant,
President.

F.A.I. CERTIFICATES BADGES, AND OFFICIAL OBSERVERS.

(by T.R. Beasley, Director, S.A.C.)

At the last general meeting of the Soaring Association of Canada there was some discussion concerning the issue of certificates and badges. While this Association has to rely on the freely given services of a few public spirited members there are bound to be occasional complaints. However, at the meeting it was pointed out that very few applications are correctly made out; the Association cannot be blamed for this.

There has been a prevalent, and erroneous, impression that an Official Observer's duty is solely to sign application forms for badges, etc. The very fact that far too many applications submitted have not been immediately acceptable to the awards committee is ample proof that too many Observers have been unaware of, or negligent in carrying out their duties.

This whole problem was discussed at the recent Directors' Meeting, and it was decided to investigate the matter, and institute improvements. The Association has not issued a revision of its bulletin, 'Notes for Official Observers and F.A.I. Requirements for Gliding Certificates' for some years, and in view of recent changes in F.A.I. requirements a new issue is overdue. It is also felt that all Official Observer appointments should be reviewed.

I have agreed to draft a new edition of the S.A.C. bulletin, and propose to alter the title to 'Regulations for Official Observers', with contents as follows:-

1. Introduction
2. Duties and Appointment of Official Observers
3. 'A' & 'B' Certificate Requirements
4. Soaring Badges and Records, Requirements
5. Photographic Evidence Regulations
6. Note on F.A.I. Units
7. Documentation required for F.A.I. Awards
8. F.A.I. Sporting Code, Section 3, Class D (Complete)

Appendices

- I Application form for Appointment as Official Observer
- II Application form for 'A' & 'B' Certificates
- III Application form for Soaring Badges
- IV International Records
- V Canadian National Records

With the current rapid progress in Soaring towards new records and more F.A.I. awards it is essential that Official Observers take the trouble to keep themselves aware of changes in requirements; and of the state of records, both National and International. In order to ensure that Observers will be able to keep their copies of Regulations up to date the S.A.C. will publish numbered amendments, as necessary, either in 'Free Flight' or by special bulletins. This means that the Association must be able to contact all Observers and in order to do this it is suggested that appointments will normally be for a period of two years, but will be renewable upon submission to the S.A.C. of the holder's appointment card. Applicants must be members of the Association and all appointments will automatically terminate if the card holder ceases to be a member of S.A.C.

It is hoped to be able to finalise the draft Regulations before the coming General Meeting, with a view towards introducing the changes before the 1960 Soaring Season.

Comments from readers will be most welcome.

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S.A.C. AIRWORTHINESS PROPOSALS.

(by T.R. Beasley, Director, S.A.C.)

The President of the Association has asked Mr. G. Ryning, of Calgary, and the writer to work on a proposal for submission to the Department of Transport. In the opinion of the writer the basic requirements of any new scheme should be as follows:-

1. The actual C of A document to be issued by the D.O.T. on the recommendation of either a licensed engineer or an S.A.C. approved examiner.
2. Any new scheme to operate in parallel with, and not replace, the existing D.O.T. arrangements.
3. An owner may change from S.A.C. to D.O.T. scheme at any time, (or vice versa).
4. The S.A.C. scheme must be planned such that the standards of maintenance of gliders are raised.

A proposal attempting to satisfy these conditions has been prepared by the writer and forwarded to Mr. Ryning for his comments. When this is returned it is hoped that a final draft can be prepared and submitted to the President of this Association for consideration.

In order to determine the standards of experience and qualifications that can reasonably be demanded of S.A.C. approved examiners it was agreed at a recent directors' Meeting that interested persons should be asked to fill out a draft application form. Such forms have already been sent to all listed Canadian gliding clubs, but very few have yet been returned. If you are interested in becoming an approved glider examiner please obtain a form (either from your club, or from the S.A.C.) and return it to the writer.

Even if your own club has no difficulties in obtaining C of A renewals you can help the less fortunate clubs by assisting the Association in determining the standards that can reasonably be met across Canada.

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THE CROSSFELL VARIOMETER

This instrument is an entirely new design of electric variometer. It is a fast and very sensitive device for finding and centering on small and weak sources of lift, which even the most experienced glider pilot might fail to observe at the seat of his pants. If strong lift is encountered, moving a switch extends the full scale deflection from 10 to 30 feet per second (600 to 1,800 ft/min).

Soaring trials of several variants of the design have been made from March 1958 onwards. During many flights, ranging from Club 2-seater instruction to Gold C attempts, it was found that it was easily possible to make an instrument whose extreme speed and sensitivity merely confused the pilot, and that an indicator having a 'time constant' of rather less than a second was much more useful. Other details were learned the hard way and later incorporated: the instrument now uses a standard size flask and 4 ½ volt bell battery, a large indicating meter of five-inch scale length which can be read out of the corner of an eye, and works with all existing total energy systems. It will tolerate all normal kinds of Gliding Club abuse.

The new device consists of a sensing box which simply measures the flow of air in and out of the usual flask as the glider falls and rises in the atmosphere. Wires lead from the sensing box to a meter on the instrument panel; this meter indicates vertical speed with about one-tenth the delay of the usual mechanical device, mainly because the sensing box does not obstruct the free flow of air at all. This completely eliminates the familiar false 'thermal' found at the top of a winch launch.

The sensing box contains warmed Thermister beads and a transistor amplifier which not only enables one (or two) robust meters to be driven direct, but also stabilizes the temperature of the beads. Mounted on it is a spring-loaded battery check switch. This instantly D.I.'s the instrument with certainty, giving an 'UP' indication on the meter for a good battery and a 'DOWN' for a bad battery, battery connected wrong way round and other faults. Also fitted are two sockets for connection to indicating meter and battery. On the meter is mounted a small zeroing knob for use before takeoff and possibly in flight when conditions are near-icing.

As an optional extra, a repeater meter which plugs into the second socket can be supplied. The repeater is mounted in the P.2's instrument panel of a tandem 2-seater aircraft, obviating the expense of a second variometer. A switch giving two rates of damping, one for smooth, the other for turbulent air conditions, can be fitted to special order.

The instrument works equally well from static pressure, indicating true vertical speed, or from Venturi, or blister, sources indicating total energy, but to get the benefit of the unusual sensitivity of an electric variometer it is important to supply it with the best air source available. The best sources are a true static head used with a diaphragm connected to Pitot pressure to give total energy compensation, or correctly designed 'blisters' on the fuselage sides. Normal 'cockpit static' pressure, if a canopy is fitted, may show large spurious variations due to changing altitude and speed which pass quite unnoticed on an A.S.I. or altimeter.

A small preliminary batch of variometers has been sold for evaluation by Clubs and syndicates during the present season, five of them for use in the National Championships. Assuming their performance in the Competitions is fully satisfactory, larger batches will be produced, so that delivery should never be more than 10 weeks from receipt of orders and will usually be considerably quicker.

Specification:

Sensitivity:	Range 1 Full Scale Deflection	10 feet/sec (3.1 metres/sec)
	Range 2 Full Scale Deflection	30 feet/sec (9.3 metres/sec)

Specifications (Con't)

Damping:	Overall Time Constant	0.7 - 0.2 sec
Weight:	Sensing Box	1 lb. 9 oz. (0.7 kg)
	Meter	1 lb. (0.5 kg)
	Battery (4½ volt Bell type)	12 oz. (0.3 kg)
Size:	Sensing Box - 3½" x 4½"	
	Meter - 3 1/4" round	
Supply:	(Polarity must be observed for correct operation)	4½ to 4 volts D.C.
Consumption:		40 millf-Amps
Flask Size:	(Flask is not supplied unless specially requested)	standard three-quarter pint size.
Current Price:	Sensing Box with one meter, leads, etc.	(pounds) 20 Os. Od.
	Second Meter with leads for 2-seater installation	(pounds) 5 10s. Od.

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ALL THAT GLITTERS. ...

Dave Webb.

Saturday the first of August dawned fine and clear at Brantford, Ontario, where the Canadian Eastern Region Soaring Championships were held, and as the task was known to be free distance, many great plans were discussed around the breakfast tables. The main point debated seemed to be whether to declare a diamond goal to Elmira or to press on further and obtain the 500 km. diamond. The Met Man at the pilots' meeting was a little more cautious and although the tephigram showed that the thermals should be fairly good, the inversion level was fairly low at about 4,500 ft. a.s.l. Very little cloud was expected and none turned up. The wind was 15-20 m.p.h. at 340 degrees which caused the Brantford hands to mutter about "lake effects" and peninsulas and things. All in all it didn't seem to be exactly a classic day, but Paul Smith and I listened to the various words of wisdom and declared Elmira regardless. After all there didn't seem to be anywhere else to go and at least we would recognize the place if we got there. (Paul subsequently changed his mind, but that is another story).

We were launched around 11.45 a.m. after the usual last minute delay while Sylvia was forcibly removed from the vicinity of the Skylark still making feeble polishing motions and leaving a trail of simoniz and polishing cloth.

Twenty minutes later after much deliberation and careful consideration of all the various factors involved, I decided to land and join all the others who couldn't stay up either. Forty-five minutes after this it occurred to me that since Norm Tucker and Jack Ames had already disappeared in the Elmira direction, it might be a good idea to tear myself away from the bar (orange-squash only) and have a go.

I slunk into a dark corner of the clubroom and filled in the second flight card. This time the declared goal, Chemung County Airport, Elmira, N.Y., all went on the first line with room to spare for some reason. Handing the card in with the usual careless laugh and deprecating remarks was quickly accomplished and soon I was sharing a good thermal with Eric Best and his red and white Skylark III.

The thermal centres seemed to be wandering a little, but when I took my head out of the 'office' we were five miles downwind of the airport at about 4,500 ft. (All heights a.s.l. unless otherwise stated). I was somewhat surprised when Eric left the thermal and headed back to Brantford. I could only conclude that, after the night before, the sight of so much cold water even at a distance had had a very depressing effect on him. The thermals were as good as anything we had had all week, if a little broken, but so was the sink and after about half an hour of ups and downs trying to fly at optimum speeds, I understood why the uninitiated are frequently told that the sport compares with sailing.

Using the best cross-country speed technique, I soon found myself at the 'entrance' to the Niagara peninsula with the Grand River directly underneath. With the wind coming from almost due north, I considered that the only way of avoiding the lake effect would be to fly right along the southern edge of the peninsula and this was confirmed by two or three good thermals, averaging 4-500 ft/min. up (indicated), which took me almost to Morgans Point. Progress along track was not very fast since a lot of height was used up after every thermal heading back inland to counter the drift. The aircraft heading being approximately 45 degrees N of track on this leg.

Heavy sink of the 8-10 down variety reduced my height to 1,200 above ground very rapidly and in desperation I headed towards a brush fire nearby. At the same time I noticed Norm Tucker about 2,000 ft. higher than I and obviously quite content with the thermal he was working. Since I had neither the height nor the inclination to go chasing about vaguely under him, I held my course for the smoke of the brush fire. About three hundred yards from the smoke I ran into a beautiful 5 green which raised my spirits considerably, even if it demolished my faith in brush fires! However, honour was satisfied when I smelt the smoke at about 3,500 ft. and continued climbing in it to 4,700 ft. Shortly afterwards the struggle started again two or three miles from Buffalo. Down to 1,800 ft. and circling in what averaged zero sink, I soon decided that this wasn't going to get me anything but a long swim so I pressed on towards a quarry which blasted another theory by sucking down vast amounts of air towards it. The next two minutes are best left unrecorded, but two cornfields later at 700 ft. above ground level, I had that pre-thermal feeling and suddenly my right wing lifted. A maximum rate turn to the right and we were in business again with a turbulent thermal which, after much cursing and struffling, produced 6 up. This was the best thermal of the day and it took me to 5,200 ft. This put me in line with Buffalo but a couple of miles off shore so I turned my back on the peninsula and headed for the somewhat forbidding territory (from a glider pilot's point of view), which lay ahead.

The next period of the trip was quite troublefree with the thermals coming up regularly and I made good progress. Although the wind helped a little more on this leg of the journey, my heading between thermals was due E which is not the direct course for Elmira by about 30 degrees. Navigation was a little more difficult after Buffalo and a lot of time was spent watching selected points on the ground in case they got away. A glance at my watch near Dalton showed me that I was behind schedule if I was going to reach Elmira. The ground had risen to an average elevation of 2,000 ft. and was, to say the least, unsuitable for landing. Then, to cap it all, the thermals decided to reduce their efforts just to give me something else to worry about. Trying to coax more than 2 up out of them was as difficult as obtaining club beer on credit. The ground began to get too close for comfort and I began what I thought might be a final glide over a wooded hill into the Canisteo River Valley. Just as I was trying to make up my mind whether I was going to clear the hill or not, a weak thermal came off the windward side which removed any doubts and eventually took me back to 3,800 ft. Since the ground elevation was around 2,000 ft. this didn't give me too much height to play with and at best L/D. I slid past Hornell and Canisteo. Just past Canisteo the valley forked and not being particularly anxious to turn the Skylark into an expensive lumberjacking tool, I automatically flew above the best looking valley. This changed my course to almost S. I felt annoyed at the sight of that big S showing on the compass, indicating (a) that Elmira was out, and (b) that I was heading off course. Now, I have a certain reluctance to be caught off course, which anyone who flew in the 1958 Canadian Nationals would probably understand, and I have sworn (long and loud) that I was not going to get -----lost ever again. Therefore, after considering the situation for at least half a second, I swung the Skylark hard left towards the high ground between the valleys and back on course for Elmira.

Of course I knew I wasn't going to get anywhere near Elmira and as the high ground came towards me, the air became slightly turbulent and I began to think of downdrafts over the lee side of hills. At this moment the Skylark showed its versatility and gave a good imitation of a Dagling. After quick check to see if both outer wing panels were still with me, an agonizing re-appraisal of the situation was conducted and by the time this was over I was in the hill lift. A glance down the valley showed me that I could get at least another five miles by slope soaring and thus

commenced the most interesting part of the flight as far as I was concerned. Although the surrounding hills looked like a dog's paradise, the valley floor looked reasonable (relatively) and there was always a place to land (well, nearly always). I found, as expected, that the lift was not uniform and at times it was fairly turbulent, but the best spots could be picked ahead of time by watching the leaves on the trees. These seemed to change colour slightly as the wind blowing up the slope hit them and showed the paler undersurface.

The valley began to twist and turn and the obvious technique was to gain as much height as possible on the steep into wind slopes and try and get past the bad bits as quickly as possible, which I did. The miles slipped by and as the valley widened, the lift began lower on the slopes, but these in turn became less steep or out of wind and therefore at times I had the opportunity to study the flora of New York State rather closely. Fortunately, no fauna were present to affect my concentration as at Dunstable (which they tell me is always thickly populated, particularly when the grass is dry) but the scenery was becoming monotonous when Corning came into view.

The last few miles were slightly nerve-wracking with one or two changes of ridge to contend with, but I arrived at Harris Hill about three-quarters of the way up and gained height rapidly. I circled over the Gliding Capital of North America which was a bit of an anti-climax since there was no noticeable activity, and then pressed on, gaining height, towards Chemung Airport. After six hours and twenty-five minutes in the air I had a problem and the woods near Paul Schweizer's factory at Chemung looked inviting, so out came the dive brakes to put an end to a very satisfying flight.

My noble crew, Sylvia and Les Szanto, arrived at approximately 1:00 a.m. after 10 hours of alternate phoning and driving, and we de-rigged the Skylark there and then.

Examination of our financial status led us to sleep in the palatial interior of our borrowed Oldsmobile which, (in the cold light of dawn) I realized was a mistake. A wash and brush up in Paul's factory took away most of the aches and we started on the long trek home.

One does not often have the luck to complete a flight which raises one's final position in a Soaring contest from fifth to second and at the same time obtain Gold C distance with a goal diamond for good measure (subject to official confirmation). If you already have a bauble or better, you will know how pleased I felt about it, and, if you haven't, may I wish you luck, a good sailplane, and "The Day".

From M.S.C.'s 'Downwind'.

IS YOUR ADDRESS CORRECT? Please notify any change to S.A.C., Room 902,
77 Metcalfe street,
Ottawa, Ont.

8th World Contest

Wolf Mix advises the results of the qualified pilot ballot to be:

1. Charles Yeates Southern Ontario Soaring Association
2. Gordon Oats Southern Ontario Soaring Association
3. Jack Ames Southern Ontario Soaring Association
4. Frank Brame Southern Ontario Soaring Association
5. Eric Best Southern Ontario Soaring Association
6. Leo Smith Gatineau Gliding Club
7. Mario Overhoff Quebec Soaring Club
8. Dave Webb Montreal Soaring Council
9. Elvie Smith Gatineau Gliding Club
10. Al Pow S.O.S.A.
11. Bob Ford M.C.S.
12. Oscar Estabuny M.C.S.
13. Peter Nichols G.G.C.
14. J. Pomeitlarz Edmonton Soaring Club
15. C. Falconar Edmonton Soaring Club

The qualified pilots with a brief history are:---

1960 INTERNATIONAL GLIDING CONTEST

ELIGIBLE PILOTS

1. AMES, Jack: Gold "C", 1 diamond (goal); Nat'l. Contest Champion 1954, 1955, 2nd in 1957, 2nd in second week 1958. Nat'l. Champion 1954, 3rd 1955, 2nd 1959. International Contest 1956, placed No. 38.
2. BEST, Eric: Silver "C" Gold "C" distance leg (goal); 3rd in first week of 1957 Nat'l. Contest. Crew Chief for International Team Pilot in 1956.
3. BRAME, Frank: Gold "C" 1 diamond (goal) Nat'l. Contest Champion 1956, 3rd in 1954, 3rd in 1957, 3rd in second week 1958. Nat'l. Champion 1955, 1956, 2nd 1954, 3rd 1958. International Contest 1956, placed No. 28. Canadian record - two seater altitude, 14, 970' A.S.L. (California).

1960 International Gliding Contest, Eligible Pilots (Con't)

4. ESTABANY, Oscar : Silver "C"; National Contest 2nd 1956; National Championship 2nd 1956.
5. FALCONAR, Chris: Silver "C"; National Contest 2nd in 1959. Crew member for International Contest Team in 1956.
6. FORD, Bob: Silver "C"; Gold "C" distance leg (goal); National Contest 2nd in first week 1957.
7. NICHOLLS, Pete: Silver "C"; Gold "C" distance leg (goal); National Contest team competition winner 1959.
8. OATES, Gordon: Gold "C", 2 diamonds (goal and altitude); Nat'l. Contest champion 1957, 1958; 3rd 1955; National Championship 1958. International Contest 1958, placed 29th. Canadian records - altitude gain 17,200'; 100 Km and 200 Km triangle speeds.
9. OVERHOFF, Mario: Silver "C", Gold "C" distance leg (goal); National Contest 1st in second week of 1958.
10. POMEITLARZ, John: Silver "C"; National Contest 3rd in 1959.
11. POW, Al : Silver "C", Gold "C" distance and unofficial height, National Contest Championship 2nd in 1955, 3rd 1956; National Champion 1952, 1953, 2nd 1955. International Contest Pilot in 1952 and 1954. Canadian record 2 seater distance of 146 miles.
12. SMITH, Elvie: Gold "C", 1 diamond (goal); National Championship 3rd 1956.
13. SMITH, Leo: Silver "C", Gold "C" distance (goal); National Contest team competition winner 1959.
14. WEBB, Leo: Silver "C", Gold "C" distance (goal) National Championship 3rd in 1959.
15. YEATES, Chas: Gold "C" 2 diamonds (distance and goal); National Contest Champion 1959, 2nd in 1958, 4th in 1957, 2nd in 1953. Nat'l. Champion 1959, 2nd 1958. International Contest 1958, placed 18th. Canadian records - distance and distance to goal 325 miles (Saskatchewan).

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Action is in hand to raise World Contest Fund. It is hoped the results will enable us to send two complete teams. At press time, we can only hope !

Sagittaurus.

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For more information contact,
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INSTRUMENTS AND BOOKS

I have been particularly interested in sailplane instruments for many years and am acting as an agent for several European companies. I have not accepted the sole agency for any one company as this would prevent me recommending what I consider to be the best instrument for a particular requirement.

I can supply any sailplane instrument available today, but no stock is kept, (due to the limited demand, and very low profit at my prices).

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'Gliding', Piggott, complete textbook by Britain's foremost instructor	*\$3.75
'World's Sailplanes', O.S.T.I.V. details of 149 types	*\$2.75
'Weather', Scorer, on meteorology	*\$1.50
'Further Outlook', Ludlan & Scorer, more advanced met.	*\$2.25
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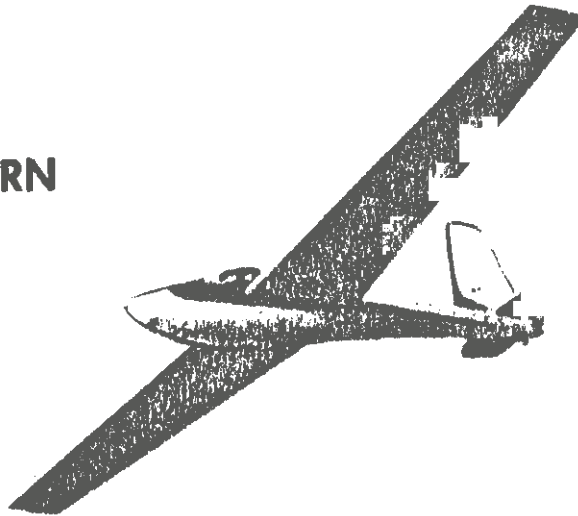
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Western Tenn., Eastern Ark. & Northern Miss.—Memphis Soaring Society, Inc., 502 Commerce Building, Memphis, Tenn.
Province of Sask., Canada—Julian J. Audette, 3423 Victoria Avenue, Regina, Sask.

LIST OF DEALERS

Northern California—Les Arnold Enterprises, 2815 "D" St., Hayward, Calif.
Southern California—Glide—Aero, 8740 Park Avenue, Bellflower, Calif.
Metropolitan New York, No. New Jersey & Eastern Penn.—Hudson Valley Aircraft, Box 320, Randall Airport Middletown, N. Y.
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of

The Soaring Society of America.

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APPLICATION FOR INDIVIDUAL MEMBERSHIP IN S.A.C.

I hereby apply for membership in the Soaring Association of Canada. I enclose my cheque (money order) for \$.....being my first annual dues, and if accepted, I understand that I will have full voting power, right of entrance to all sanctioned Soaring Meets, and will receive the magazine FREE FLIGHT, official publication of the SAC. I agree to be bound by the constitution, by-laws, and rules of the Association, and to continue my membership from year to year unless it is formally terminated by my resignation, or by action of the membership.

Date.....Signature.

Name (please print).....

Address.....

Make all cheques payable to the Soaring Association of Canada, and mail to:
The Secretary, Soaring Ass'n. of Canada, c/o RCFCA, Room 902,
Commonwealth Bldg., 77 Metcalfe street, Ottawa 4, Ontario.
Name of Gliding Club

Annual Report to The Royal Canadian
Flying Clubs Association 1959

1. Membership

Total membership reflecting the change to an Association of Clubs climbed to a recorded all time high of nearly 400. There would be every reason to expect a slower but steady increase for a number of years to come.

2. Club Membership

The number of clubs dropped by two leaving an active group of 15. This number may decrease by one or two but should become stable in time to total of about twenty.

3. Sailplanes and Gliders

The number of gliders that have been registered to date is 110 the active number of which remains as last year at 86. Two new sailplanes were imported one completed construction from kit parts. Two were destroyed.

4. Licences

D.O.T. licenced Private Gliders Pilots totaled 358 an increase of 16% during the year.

5. F.A.I. Awards

F.A.I. badges, awarded by the S.A.C. through arrangements with the R.C.F.C.A. again reflect increased activity throughout the country particularly in performance flying; 35 "C" badges and certificates, 12 Silver "C" badges, 2 Gold "C" badges, 2 gold "C" legs and one Diamond were issued.

6. World Gliding Competition

Preliminary arrangements are being made in the setting up of a selection committee and fund drive to enable Canadian participation to be made to the World Competition to be held in West Germany early in June, 1960

7. Canadian National Meet

For a second time the Canadian National meet was held in the West. Julien Audette backed by the Regina Gliding and Soaring Club ably organized and ran a successful 10 day event based on Regina Airport. Charles Yeates flying a Schweizer 1-23 placed first with a total points score of 5981. Runner up was Chris Falconar of Edmonton flying a Cherokee 11 home built sailplane, who came second with 3023 points. The team event was won by Leo Smith and Peter Nichols of the Gatineau Club flying at KA6B. Altogether 208 hours 20 minutes were flown and an accumulative total of 5110 cross country miles achieved. Regional Meets were also held at Westaskiwin in the west during May and at Brantford in August.

8. Canadian Records

Two new Canadian records were captured by Charlie Yeates by a flight home from the Nationals. He sailed 325 miles from Regina to his goal at Corrington, North Dakota.

9. Fatalities

Once again the year was marred by two fatalities. One in the West at Cranbrook, B.C., and at Brantford. Both were primarily pilot error but an element of lack of training, in one case primarily and in the second of flying a new high performance type sailplane points of the need for more emphasis in the training field. A training Committee has been established as a move to find ways for improvement.

10. General

Our magazine Free Flight has been able to maintain publication with a circulation in excess of 400. Most cordial relations have been maintained with the R.C.F.C.A. whose assistance in making '59 a successful year is gratefully acknowledged.

Respectfully submitted,

A.N LeCheminant,
President.

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- well engineered in best Slingsby tradition

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FAI Certificates

To those awaiting their certificates may we please ask further patience. The SAC stock became exhausted some months ago and the problem of trying to beat the ever soaring cost of printing and binding has been unsuccessful. A firm quotation has now been received and an order placed. As soon as they are received Fern Payne will be happy to send them along. In the meantime they have to be made.

BKB 1.

When the long suffering wife of a glider type takes up a cudgel on behalf of her soaring spouse we sit up and take it. The choice of words in our October (last) issue were unfortunate. It surely must be self evident that Steve's absence from the first aero tow of the BKB must have been a most disappointing necessity. To someone, who has had the tenacity and patience to successfully leap the paper hurdles that had to be surmounted before that epic event let alone exercise the skill which gave rise to the concept and building of this original Canadian design, all we can really say is Congratulations. No glider flies like a Bomb! it may have penetration like one and the BKB does seem to have just that. We look forward to seeing it go places this coming season and apologize handsomely to Steve for any pangs that may have been caused.

FREE FLIGHT

For the sake of the record:
In 1958 three issues were made, numbered 1-3
In 1959 three issues were made, April-May, September & October.

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NEWS FROM THE CLUBS

There are sixteen known clubs in Canada. Commencing with this issue these clubs will be listed. No news indicates none has been received. It's up to you, fellows!!!

Aero Club Harmonie

Buckingham Gliding Club.

Cold Lake Soaring Club

(alias Southern Arctic Gliding Association (SAGA)
& Cold Lake Organization for Training & Soaring)

Back in May we got two beautiful looking training gliders, a 1-19 and a Pratt Reid, from Art Peuz in Saskatoon. Finished in 14 coats of dope the PR was a PR with a difference - besides the gleaming white with black and red trim, the pod was completely reworked with a smaller cross section, lowered, moulded canopy and fiberglass shell. This pod is believed to have been built in Texas. This results in good glide ratio and a quiet ship (the shape, not the state).

We had ten members and other interested parties but the formation of a gliding club was the signal to AFHQ; and now we have representatives in Resolute, Ascension Island, Chatham N.B. and Germany.

As for flying, well, we towed with a tiger moth CF-COV, a newly rebuilt machine of W/C Hoy and George Carpenter, also white with red and black trim. The Queen had some old used drogue cable we used for car towing. The Moth's new engine gave the PR a fair rate of climb at this altitude (1780 ft. airport Height) except on very warm days. There were few of these, this summer. With a 300 HP car, (Sved's Ford with a Thunderbird Engine) 9,000 feet of runway, a 1/10" diameter armoured steel cable used in various lengths from 1,000 to 3,000 feet, we found it impossible to get over about 1,000 feet altitude - more often we got 750 feet. We tried various speeds - can anyone say how to do better than this? We did not try a C of G hook. The usual problems of cable kinking and fast wear on the runway caused us to give up car to wing except for some days of hops in the 1-19.

We did nearly 200 flights and about 30 hours of flying, mostly done by 4 or 5 members, contributing to the low totals was the fact that most of the personnel were away for periods from three to ten week-ends at one time or other during the summer, and the weather, well, it was not good.

Plans for the future are affected by the few personnel interested in training, and the fact that the bank manager doesn't really want to own the 1-19 any more. Both the 1-19 and the PR are reluctantly offered for sale. Members plan to press on with construction of higher performance sailplanes in hopes of seeing a lot of Saskatchewan next summer, aided by Prairie Thermals.

Edmonton Gliding Club

The annual supper and dance was held on Saturday, November 21st, and proved a tremendous success. It was held at Bateman's on Edmonton's South side. Dinner guests included D.O.T. Regional Superintendent of Air Regulations, Mr. Peter Walker and his wife. E.S.C. president, Ed Cymbal spoke of the club's achievements during the season and introduced speakers on other subjects. John Pomietlarz, C.F.I., presented C and Silver C badges to those who earned them in 1959. Yours truly, S.A.C. representative, spoke briefly of the functions and value of the S.A.C. I explained the basis of award of the Roden Trophy and formally presented it to Ed Cymbal for Edmonton Soaring Club achievement of efficiency for 1958. Peter Walker of the D.O.T. complimented the club on winning the Roden Trophy. The turkey dinner and speeches were followed by a dance and merrymaking in good old gliding club tradition.

At the last meeting of the E.S.C., a new slate of officers was elected for the coming season.

President	-	Ross Grady
Vice President	-	Ken Lewandowski
Secretary	-	P. Tingskou & I Tingskou
Treasurer	-	William Harry.

John Pomietlarz will continue as C.F.I. for 1960.

Gatineau Gliding Club

Gliding Council of B.C.

Montreal Soaring Council

Herewith data on events in the M.S.C since May 18th and the Megantic flights.

(1) M.S.C. bought Jack Codène's 1-19. This is still being worked, and may fly this year.

(2) Walter Piercy of Kingston bought the Mii 13, taking it away in a trailer - plans to build new wings.

(3) A successful airshow held on the 12th of July. The RCAF sent four CF-100's from Ottawa. Wheeler Airlines sent a Stearman which gave a crop-spraying display. Parachute jumpers took part and there was moth and glider aerobatics. Brother Hormisdas brought his 2-22. Jacques Codène brought his Fauvel - which several people flew.

(4) G. Adams and H. Kunlents took the Skylark 11 to Regina.

(5) P. Smith and R. Gairns took the 1-23D to Brantford for the Regional meet. Dave Webb took the Skylark 11 to the same meet.

Webb was first in the out and return race to London airport. On the last day, with a North wind and no cloud, most people had two launches. Dave and Jack Ames were the only two to cross the Niagara Peninsula. Dave slope soared the last 30 miles to Elmira and made a diamond C goal flight. Jack Ames made about 145 miles.

(6) A party took the 1-26 and Skylark 11 to Elmira for the 1-26 regatta, also the T.G.2.

1-26 pilots: F. Anderson, T. Beasley, R. Halliday.
Skylark 11 : B. Palfreeman, R. Mackenzie, D. Webb.
T.G.2. : B. Price and D. Webb.

The weather was poor. Best flight made was about 30 miles in the 1-26.

1-26 tail damaged with an uphill landing - now repaired.

M.S.C. Affiliate
Canadian Soaring Club

Quebec Soaring Club

Queen Gliding Club

Regina Gliding and Soaring Club

1960 Executive

Harold Eley	Past President	Other Directors
Ken Turner	President	Dr. Ed. Jones
Harold Townsend	Vice President	Julian Audette
Dr. McK. K. Muir	Secretary	Fred Nagel
Steve Wiltshire	Treasurer	Stan Day
Alex Stewart	Editor & Publicity	

Regina Gliding and Soaring Club (Con't)

Committees

Membership

J. Audette
Stan Day
Ed. Jones

Flying

K. Turner CFI
H. Townsend
Stan Day

S.A.C Representative

J. Audette

Chief Tow Pilot

Fred Nagel

Chief Engineer

Harold Townsend

Social

Stan Day
Ed Jones
Harold Eley

The Regina Club's "Cloudstreet" for January holds promise of great things for 1960. Keep up the good work!

Southern Ontario Soaring Association

Vancouver Gliding Club

Victoria Soaring Club

Winnipeg Gliding Club

Grand Prairie Aero Club

The bustling little city of the Peace River Country, Grand Prairie, Alberta, has formed a gliding section of their Aero Club.

A group of members plan purchasing a 2 seat training sailplane to start operations early next Spring. Already members own two eligible tow planes a Tiger Moth owned by Ed Kimpe, president and a Super Cub, owned by Dan Melvin.

At present several members are taking instruction at the Edmonton Soaring Club's base at Wetaskiwin, 350 miles south east. Chris Falconar showed slides and movies and gave a short talk before the first meeting.

SOARING ASSOCIATION OF CANADA

APPLICATION FOR SUSTAINING MEMBERSHIP

We, the undersigned, submit this application on behalf of

.....

a duly constituted body under Provincial Charter
Federal

granted underCompanies Act on

for the purpose of conducting operations in Gliding and Soaring, for Sustaining
membership in the Soaring Association of Canada.

On election we agree to abide by the By-laws of the Association and
to render each quarter a certified statement of the membership of the Club
Association
Society
Corporation
and to remit the annual dues of the Members at least every quarter to the Treasurer
of the S.A.C. as they become due.

We understand our voting privileges will be in accordance with S.A.C.
By-law 3, 10 plus .5 votes for each member in good standing.
The entrance fee of \$10.00 is enclosed with this application.

Dated this

At

.....
President

.....
Secretary

Corporate Seal