



THE OFFICIAL NEWSLETTER OF THE MONTREAL SOARING COUNCIL

From the Editor

By Dave Clark

Here we are at the end of another great season. We were a little unlucky with the weather for the Canadian Nationals, and the unseasonably cold and snowy November certainly brought the season to an earlier end than last year. On the whole though, it wasn't a bad year and we all look forward to next April when we can begin again. Business will continue as usual here at Downwind, so keep those interesting articles coming.

Best wishes to each and every member for the holiday season. May Santa bring you everything you hope for, but most of all, good health and the ability to continue with the sport we all love so much. A Merry Christmas and a Happy New Year to all! ❖



Wings and Dreams

Extracts from an article by Sarmed Mirza, 'Sailplane and Gliding,' August/September 2002, submitted by Terry Beasley.

"After one particular flight last year when I landed like a ping-pong ball, I flung myself out of the glider and swore I was too stupid to fly, and I'd better pack my bags and go home. But my instructor had other ideas."

He decides to continue his training and goes solo. I think that his final two paragraphs may serve as a boost to the enthusiasm of all 'newly solo' pilots.

"The incredible challenge gliding presents is a symbiosis of developing the technical ability to fly a sailplane, while learning to tune oneself with the nature that enables mere humans to enjoy soaring like the birds of the sky. This is what inspires so many to wander the skies in search of these powerful and amazing invisible elements.

I have found that I love gliding more and more each time I have a flight and have proved to myself that with hard work and persistence I can achieve my goals. Strangely, or maybe not so strangely, this does not feel enough..... I want more. There is so much more to the sport of gliding. Going solo is just the beginning. A dream has come true, and now it's time to dream some more " ❖

Table with 2 columns: Page number and Article title. Includes 'From the Editor', 'Wings and Dreams', 'Hillar Kurlents: MSC's Latest 50 Year Continuous Member', and 'Another World Record For Fossett'.

Hillar Kurlents: MSC's Latest 50 Year Continuous Member

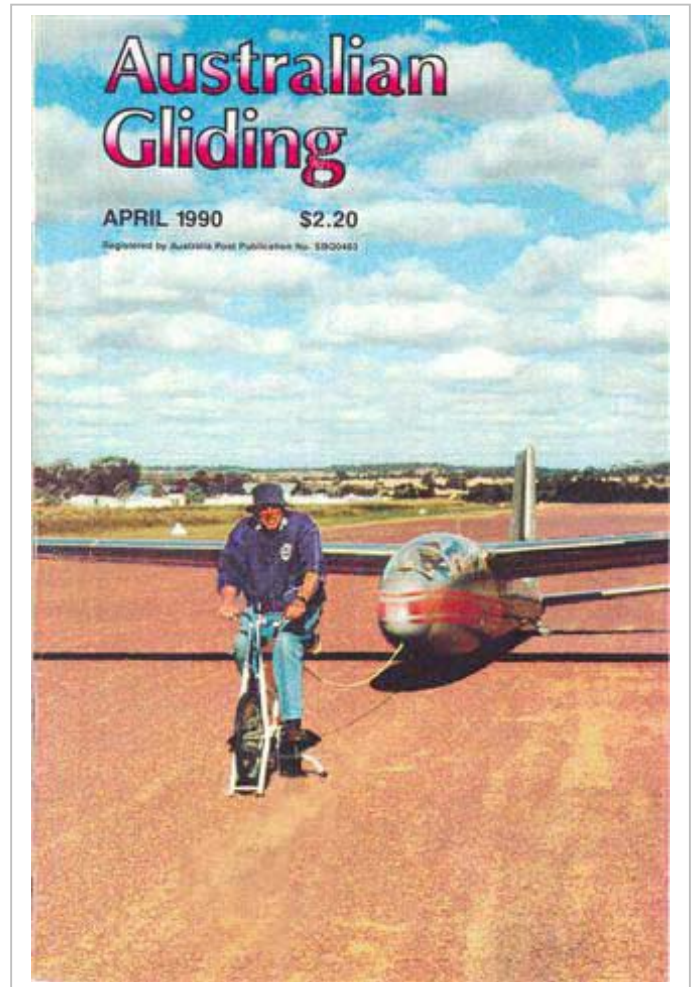
By Gordy Hicks

Hillar first saw gliding activity in the Estonia of 1938. Near the end of the Second World War his family managed to escape to Sweden. The perils and adventures of staying ahead of the Russian advance and within the German retreat, before reaching freedom, are vividly remembered by Hillar.

Fast-forwarding to the 1950's finds Hillar studying Electrical Engineering at McGill University. While there he, and others of a like mind, resurrected the McGill Gliding Club, which had become dormant since the war. (A historical note: the McGill club was one of the founding groups that united to form the MSC.)

Hillar became president of the renewed McGill club and soon arranged a group visit to the MSC flying site at St. Eugene, Ontario. Records show that Hillar and nine others flew with me on 19 October 1952 in our only two-seater, CF-ZAN, a Pratt-Reid PR-G1.

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Thanks to a recently acquired scanner, I can now insert some old pictures and articles sent to me by various members. The picture above came from Marga Heidel, who spotted a novel way to launch a glider! If anyone would like to share a hard copy picture, please send it to me. ❖



Editor's note: I found this picture of a beautifully painted Pratt-Reid glider on the Internet.

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Hillar's first solo was in July 1953 in the Canadair Club Schweizer 1-19, CF-ZAU. Most members remember the 1-26 as a low-performance glider but the 1-19 was by far its inferior. I do not recall any member completing his Silver C in the 1-19's while Gold C legs were obtained in our 1-26's on various occasions.



The Schweizer 1-19

Hillar's interest in gliders grew such that, with George Adams, a long time MSC member, money was raised to purchase the plans to build a Fauvel AV 36. The Fauvel was a medium-performance (L/D of 24), all wooden construction, flying-wing that would require thousands of hours of work to complete. Work started in 1953 in the Canadair Club (Plant 2) workshop but by 1958, with 80% of the project

complete, it was abandoned. Two young engineers at the start of their careers had undertaken an almost impossible task.

By 1958 both Hillar and George had become experienced pilots. As a result, it is likely that their enthusiasm to complete a medium-performance glider had diminished.

Compounding the problem of continuing glider construction was Hillar's extensive business-travel commitments. Anyone knowing the dedication required to build a glider from scratch has to be impressed with what was accomplished. Bravo to Hillar and George!

To return to Hillar's flying biography, he first participated in a Canadian Nationals competition in 1957. He continued active cross-country flying in MSC equipment, and then later became more active as a private owner. The reported challenge of superb Western soaring conditions led him to compete in the prairie clubs of Regina, Innisfail and Claresholm. Hillar was part owner of a 16.5m Diamand, CF-SYL, and presently owns a Pik 20, C-GAUL.

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The Fauvel AV 36

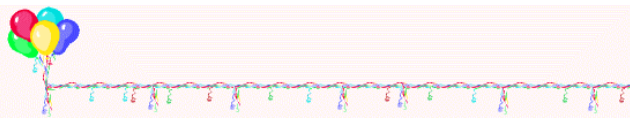
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One of Hillar's numerous business trips took him to Bolivia to an airfield over 14,000 ft above sea level. When acclimatized to the altitude, he took an L-13 Blanik to 18,500 ft above sea level without supplementary oxygen!

Over the last 50 years Hillar has:

- been an active instructor for forty plus years,
- - continued FAI badge and competition flying to gain the Gold C and two Diamonds,
- - participated in MSC wave flying camps since their inception in the early sixties at Estey, Vermont, to Lake Placid,
- - 'ridge run' the Alleghenies of Pennsylvania with water ballast at over 110 miles per hour, to gain the 500 km Diamond.

Again, Bravo Hillar and best wishes for many good soaring days to come. ❖



Another World Record For Fossett

From the EAA e-HOT LINE

The Federation Aeronautique Internationale (FAI) reports that world record aviator Steve Fossett submitted claim to a new world glider speed record. Fossett and co-pilot Terrence

Delore, New Zealand, flew an ASH 25 glider to 187.12 kilometers per hour over a 500 km triangular course to best the mark set by Germany's Hans Grosse (171.1 k/hr) set on December 31, 1990. The record, unofficial until verified by FAI, occurred on November 15 in Omarama, New Zealand, where speed-soaring conditions are reportedly the best in a decade.

Fossett is currently working on the Perlan Project, aiming to reach 100,000 feet using stratospheric mountain waves and a special pressurized high altitude sailplane. ❖



Steve Fossett and Einar Enevoldson in flight suits beside their specially adapted DG-505M.