



# DOWNWIND

THE OFFICIAL NEWSLETTER OF THE MONTREAL SOARING COUNCIL

## Congratulations!

Martin Detering installed the Volkslogger into the LS1 and flew 5 hours 32 minutes on July 20th in the LS1. This was Martin's fourth Silver C duration flight of more than 5 hours. He says he is going to declare it this time! He will also be claiming his Silver C height award, recorded during the same flight.

Toby Gilsig gained his C badge (2 hrs 23 min) after soloing just recently, by asking if anyone wanted the glider and getting a response in the negative. Please note, those trying for a C badge can radio down and state they are holding on to the glider until they get it.

Patrice Theriault flew his first solo on June 30<sup>th</sup> and he has since made a 6-hour flight for the C and Silver C duration badges in the Krosno. Well done, Patrice! ❖

## Cross-Country Stuff

*From Bob Katz*

It looks like interest in the MSC X-C group is building impetus rapidly. Again, it should be noted that the group is especially designed for pilots who are not X-C yet (post solo will do). There is no better way to become familiar with basic skills than joining in. Don't be shy. Topics discussed are numerous and cover a vast array of post solo flying.

As an example of our activity, three excellent meetings took place on Labor Day Weekend with more and more pilots showing up each day. We try to start meeting at 9:30 on any potential X-C day but 10:00 seems to be more realistic. Marc Lussier gave a very interesting discussion on high wind takeoff's, premature termination of tow in such an instance, as well as outlanding in high wind situations. Stand by, summary notes will follow, as well as more interesting topics. Of course, weather briefings, discussions of last flights, glider allocation, etc. are all part of the fun.

With the PW-5 trailer now ready to go, and having done its first retrieve, the shop is even more open for X-C business. Thanks to Greg Bennett for his persistence in completing that task. There has been a lot of Silver "C" X-C activity and surely more to come by many MSC pilots.

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Gilles Andre Seguin has done intensive research in the Canadian On Line Contest (COLC) which we have seen via flymsc yahoo groups as well as the German format international OLC. In short, this "tool" should help pilots who are flying for fun (the prime directive) to analyze their techniques via flight data logging and analysis. This is an excellent first step in advancing one's skills and expanding on the fun and interest quotient. The COLC further helps with this by enabling pilots to compare their skills with other pilots around the country and the world. It is fast becoming extremely popular in many clubs throughout the country and the world. I will be researching flight analysis software to help organize and optimize the calculation of the best turn point selection for the COLC and OLC as well as flight viewing. Stay tuned.

In preparation for future cross-country flights, we will be launching new, winter seminars in November, January, February and March.

The half-day instructional seminars will cover varied x-c topics such as checklists, airspace regulations, map reading, radio work, task selection, pilot navigation (when the batteries in your GPS go kaput), etc. All essential stuff you just have to know prior to launching into the wild blue yonder. Yes, post-solo pilots are again very welcome (not to mention targeted) as well as seasoned old timers. There are lots of neat little tricks to learn.

Peter Trent has done his philanthropic duties by donating several copies of the Canadian Advanced Soaring X-C manual (the bible) filled with information. Thanks, Mr. Trent. The manuals are free to those who show interest in seeing how elastic the elastic band can be.

As you are all aware, the MSC wave camp starts on September 20th. More advanced flying fun, and open to ALL members. Heading up into rarefied air in the Twin with an experienced wave pilot is great fun, sucking oxygen and getting a great perspective for picture-taking. It can be coupled with a superlative learning experience. Count yourselves in. I'm looking forward to seeing you all out there. ❖

## **Air Traffic**

*Author unknown!*

1. It was a really nice day, right about dusk, and a Piper Malibu was being vectored into a long line of airliners in order to land at Kansas City.

KC Approach: "Malibu three-two-Charlie, you're following a 727, one o'clock and three miles."

Three-two-Charlie: "We've got him. We'll follow him."

KC Approach: "Delta 105, your traffic to follow is a Malibu, eleven o'clock and three miles. Do you have that traffic?"

Delta 105 (long pause and then in a thick southern drawl): "Well...I've got something down there. Can't quite tell if it's a Malibu or a Chevelle, though."

2. O'Hare Approach Control: "United 329 Heavy, your traffic is a Fokker, one o'clock, 3 miles, eastbound."

United 329: "Approach, I've always wanted to say this... I've got that Fokker in sight."

## A Gentle Reminder

**(about the Golf Cart and the Tractor)**

*From Terry Beasley*

The club provides the golf cart and tractor for use on the field for quickly clearing the runway in order to maintain a safe operation. They are specifically not to be used for personal trips back to your car, your trailer, the hangar, or the clubhouse. Once flying has started they should not be used for trips back to the hangar to collect other gliders. For this purpose you should use your own car. If you do not have a towrope then get one. Anyone who has been in the club more than a couple of months should already have a towrope. You see other members moving gliders with their personal cars so please join this non-exclusive club; membership is completely free! At the end of the day, when certain gliders are no longer required at the flight line, it is again preferable to use cars to return them to the hangar. When conditions are dying it is often the case that several gliders may wish to land in quick succession and the two club vehicles may be required to clear the runway quickly. Safety may be jeopardized if the club vehicles are back at the hangar.

Please remember to check the vehicles before use every day. As a minimum, check the fuel and oil and make sure that you use two-stroke gas/oil mix for the golf cart; use of straight gas will surely wreck the engine. ❖

## The COLC

*From the Editor*

Further to what Gilles Séguin and Bob Katz have already told you about the Canadian On-Line Contest (COLC), I will soon be piecing it all together and making a seamless document for the benefit of all interested readers. ❖

## A Tribute to the PW-5 Trailer Builders

*From the man who did more than his share! Greg Bennett*

Many people put in time and I would hate to forget even one of them. If there were a way to remember them without forgetting anyone I would give you their names, but the process has been a long one that had setbacks etc.

Bill Roach (the electrician) and Bob Katz were there throughout, while others dropped by for a minute, an hour or more etc. Paul Czernenko, Tony Brett and Skip Clark were the primary external painters. Students at my school welded the front and put on the hitch. Many people gave some physical help to complete the internal fittings.

*.....now here's a vote of thanks to Greg from all those future first-time cross-country pilots who can now use the trailer.*



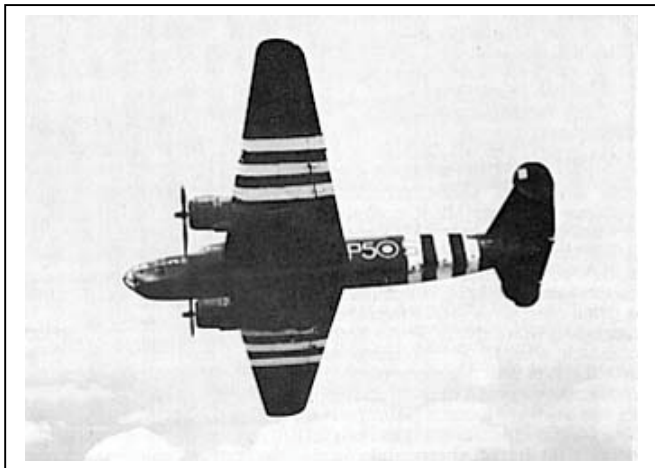
**Thanks from all of us, Greg!**

## My First Flight In A Glider

*By Terry Beasley*

My first flight in a glider took place some fifty-seven years ago. In July 1945 I was just sixteen and a student in the British version of high school. I was a member of my school's squadron of the Air Cadet organization. Even during the war years, summer Cadet camps were organized at active Royal Air Force stations and I had some interesting experiences at some of these. In 1945 my squadron visited Brize Norton for a week. At that time it was an Army Glider Pilot Regiment school, where Royal Air Force instructors trained volunteer army personnel as military glider pilots. Just after the war, Brize Norton was a particularly interesting base as many specimens of captured German aircraft were being flown in for evaluation. I believe that today it is still an active RAF station.

On the day of my first glider flight, about six cadets plus a similar number of army trainees climbed into the large glider. An Armstrong Whitworth Albermarle tug aircraft taxied into position and we were hooked up and ready to go. The pilot put on the power, two Bristol radial engines and, as we started to move, the towplane's starboard engine caught fire! Quick take-off abort! No brakes on the glider! Near miss!



*The Armstrong Whitworth Albermarle*

After a few minutes' delay, another Albermarle arrived and we were soon on our way. The glider had full dual controls, large control wheels in place of the now familiar sticks, and the view from the cockpit was excellent.

The main part of the pilot training was the tow because in military operations this was, of course, the prime purpose. The landings did not matter as the glider was going to be written off anyway. All you had to do was get to the drop area and then try and get down near the other guys, with your troops still able to get out of the glider quickly and into action.

After tow release the instructor allowed some of us Cadets to do some dual flying. Again, I can't remember much except that the elevator was very heavy because the longitudinal stability was high, with a very solid trim system. This particular glider type had very large flaps, (I believe they were single shot pneumatically operated), which allowed about forty-five degree approaches. We landed back on the allotted area of the airfield after an enjoyable experience.

I have not named the glider so that it can be one of our editor's puzzle games. (I will feature the glider in the next issue - Editor.) No prize this time as the older guys have too great an advantage! I'll give you a few more clues. The glider was largely of wooden construction; it could carry a jeep hooked up to a seventeen-pounder anti-tank gun, together with gun crew; alternatively it could carry about twenty equipped soldiers. It was one of few British aircraft types purchased in quantity by the United States Army. It was used at Arnhem and on D-day as well as on other lesser operational sorties.

My next trip in a glider occurred about a year later and was solo; but that's another story! ❖

# Club News

*From Bill Roach*

## Scary Signs on the Hangar

Not too long ago, while I was living at the club, the sign on the hangar fell apart. I fixed it as soon as possible, as the last thing we needed was bad advertising. This is what it looked like...



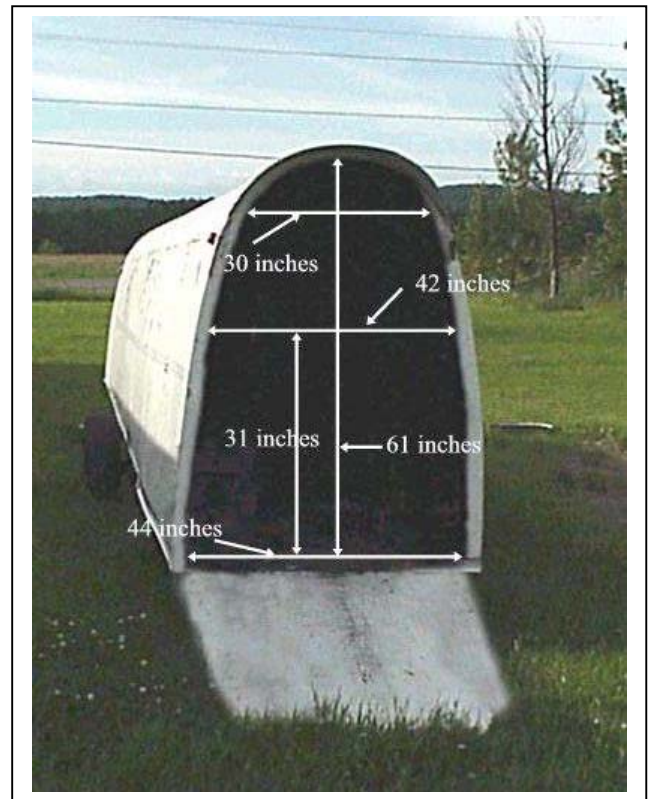
## The PW-5 trailer has been completed!!

The key man in the PW-5 trailer construction was Greg Bennett, who managed to make it happen in spite of the ton of criticisms he received while doing the job. The job took so long mainly because MSC members are reluctant to put in the time to complete the job. I guess when you can only fly weekends you don't want to spend your spare time working, but would rather fly. That is all very well but the more we pay to have work done, the more expensive your flying will become.

At the right is a computer drawing of how the trailer would look after major changes to the frame.

## New Tow Pilots

A warm welcome to two new tow pilots, David Collin and Pedro Salvestro.



### **Two for the Price of One!**

Back in 1975 we did a dual tow using the L19's with 2 1:26 aircraft as seen below... one with a short rope and one with a long one. It required lots of rudder on initial takeoff, then the short-rope glider flew normally while the long-rope flew in the low tow position. ❖



## **Two Grand Old Pilots**

*By Dave Clark*

In July of this year during my visit to Oshkosh, Wisconsin, I had the honour of being in the presence of one of the world's best known pilots, a certain General Chuck Yeager, who was the first man to fly faster than the speed of sound. At 79, Chuck Yeager is still flying Mustang P-51's with his friend Colonel Clarence E. "Bud" Anderson who is about the same age! This year I was

thrilled to watch and listen as 20 beautiful Mustangs lined up together for a full-throttle, pre-takeoff ground run. If you have never been to Oshkosh I can assure you it is an experience you will never forget. I made a video recording of the highlights of the air show, which was spread over 5 days. As soon as I have edited it I will make it available to anyone who would like to see it. Amazing! ❖

## The Mentoring Program

*By Dave Clark*

The CFI has recently introduced a Mentoring Program for student pilots and instructors. The object of the program is to encourage students to direct all questions and concerns about things related to glider flying to one particular instructor. The instructor will do his or her best to respond and to motivate the student. All instructors concerned with this program are volunteers. New students will be assigned to an instructor. Existing students and early solo pilots should have been contacted by now by their mentor (contact the CFI if not). Instructors will make every effort to be available to you, whether it be at the airfield, on the telephone or by e-mail. Don't be afraid to complain, ask questions or generally shoot the breeze! ❖

## From The President

*Terry Beasley*

Time flies! Particularly when you are having fun! So, how is the club doing? As of the end of August we had totaled about 1800 flights, which is up slightly on the 2001 flights count. If the recent spell of good weather continues we are very likely to exceed our 2001 total, which is good news. Why should you care? Simply because we rely on flying charges to cover the costs of all operational expenses. Once these expenses are covered we are generating a surplus, which will go towards improvements to the club, for the benefit of all members.

Arrangements are already underway for our annual expedition to Lake Placid, N.Y. for (we hope) wave flying.

Requirements to fly solo there are fairly stringent, as conditions are very different from Hawkesbury. However, the Twin Astir will be there, so dual flying will be available for check out of pilots not yet approved for flying at Lake Placid. When the Twin is not being used for this purpose it may be available to give experience flights to MSC pilots not yet up to the required standard. Even if you know that you are not yet ready to fly at Lake Placid, you should consider making a trip there. In the fall it is a beautiful place and it is always a useful experience to visit another site, particularly one with such potentially good conditions. If you do decide to make a visit, please be warned to check that you have lots of medical insurance as even minor medical treatment can cost plenty.

At the last Directors' Meeting the subject of getting an extension on the life of Blanik VXS was discussed. The overall scope of the work necessary to comply with the appropriate Airworthiness Directive was believed beyond the present volunteer capabilities of the club and it could be very expensive to have it done by an approved commercial shop. It was therefore agreed that we should consider alternative approaches. For example, purchase a reconditioned L-13 (ex Eastern bloc Blaniks are available at quite attractive prices); or replace both our L-13s with something else. It was also recognized that we should have two 'first-solo' gliders. Should they both be PW-5's, or something different? The Directors have made no decision and, whatever their recommendation, the final decision will lie with the membership at a General Meeting. Please talk about this with your friends and do not be surprised to see non-committal advertisements in the sale and want ads in the various places where glider ads appear. ❖

**Tale-enders:** "Approach, what's our sequence?"

"Calling for the sequence, I missed your call-sign, but if I find out what it is, you're last."