



DOWNWIND

THE OFFICIAL NEWSLETTER OF THE MONTREAL SOARING COUNCIL

From the Editor

By Dave Clark

Back on line again! I had some heavy-duty computer problems this month. This is the second version of *Downwind* that I have started for the month of June. I lost everything that I had put together for this month when my computer decided it didn't want to play any more. The only solution I was offered was to completely re-install the operating system, which I chose to have done. Any material that had been created or revised since March of this year was never seen again. However, I am gradually re-creating the data that I really need, and forgetting about the stuff that I probably don't need. Who would have thought that computers would evolve into high-maintenance tools? I thought they were supposed to make my life easier!

Here we go then; June edition, take 2. I could really use some input from members who like to read *Downwind* every month. If you have any views on changes you'd like to see in the magazine, or about its general relevance, please let me know. It's difficult to know if you're doing the right thing if no-one tells you! Thanks. ❖



Hardy members wait for the rain to stop on the flight line. Boy, did we have a wet start to June, or what?

A Reminder About Fees

By Marga Heidel

We charge 10 % interest on the outstanding amount of your monthly bill after thirty days on unpaid accounts. This does not apply to the second half of "A" or "B" plans, since members have until July 1st to pay those installments. We have always done this during the past 20 years. It's only to remind members, or inform new ones, to pay their flying or trailer park fees, etc. ❖

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Pictures of the Month

Photos supplied by Martin Detering

On Friday June 6, 59 years after D-Day, members at the field were treated to a visit from one of our armed forces' helicopters. Perhaps he was looking for Juno Beach and got lost?



"Normandy? Not round here, pal."



"That's funny, I could have sworn there was a tank in that glider when it left UK!"



Studying hard for the license exam? No, just taking a well-earned rest!



Let's have a big round of applause for the boys who renovated the flight line trailer. Thanks to Jacob for the welding fix on the lunar pads. Évangéliste was responsible for the excellent paint job on the command module.

Fly-In at Saint Lazare

By Dave Clark

MSC were once again invited to the annual Fly-In Breakfast at Saint Lazare Airport on June 8. Following an early briefing at Hawkesbury, the Twin Astir and L23 were aero towed to the vicinity of Saint Lazare where landings were made on runway 02. A large crowd and beautiful weather made this a very enjoyable morning and many MSC members turned up to help move the gliders and to answer questions. The takeoffs were quite eventful, due to crosswinds on runway 20, but all aircraft returned safely to Hawkesbury. Thanks to everyone concerned. ❖



Space Day at Cedars

By Carroll Garayt

On June 10 and 11 the Lester B. Pearson School Board of Montreal hosted a 2-day event called Space Day, to commemorate the 100th anniversary of flight and to introduce grade school students (over 1100) to the world of aviation and space. This event took place at Cedars airport and participants included Air Canada, Rolls Royce, John Abbott College and many others. MSC also participated by showing-off one of our gliders and Hicham Hobeika and I were on-hand to answer the students' questions. ❖

Les Nouvelles du COLC

Par Gilles-André Séguin

Le mois de juin n'est pas terminé comme je serai en voyage je devance de quelques jours mon message. Voici quelques faits intéressants pour le mois de juin.

Le classement général pour toutes les régions du Canada.

John Bisscheroux est le meilleur du MSC en 15^{ième} position. Il y a 84 pilotes qui participent. Le MSC est en 7^{ième} position de 20 clubs inscrits.

Pour la région ON/QC le meneur est John B. en 2^{ième} position, et dans la catégorie club MSC est en première place avec une contribution de 4575 km.

Espérons que juillet amènera une météo véliole plus encourageante pour les amateurs de X/C.

Bons vols! ❖

Messages From the CFI

By Hicham Hobeika



Overweight Flights

Instructors and pilots authorized to carry passengers are reminded to check the loading chart prior to going with a student or passenger, or for that matter, prior to any flight. Flying in an overweight condition should not be allowed to happen as it is unsafe, sets a bad example to the student or passenger, could invalidate any insurance claim in case of an incident, and could result in penalties or license suspension by Transport Canada.

Hangar Flights

For safety reasons, this is a reminder to all members that all landings are to be followed by a straight ground roll to a full stop.

Landing on the takeoff side of the runway (north side) and taxiing out through the takeoff side are not allowed unless it's an emergency or if no other options are available. Gliders are, however, to be promptly removed from the active runway once stopped and that requires the cooperation of all members present on the ground.

Pre-Flight Briefing

Andre Pepin started what I would like to be a tradition at the club. At 10:00 am, he gathered all the pilots present for a morning briefing.

The briefing should be short, to the point, and mandatory. The suggested format is as follows:

- 1- Weather report (compiled by one of the present pilots) - Sources to be used are FSS and Blipmap on the Internet.
- 2- Notice of any issues of significance to the day's operations and plans for present students.
- 3- Glider allocation for the Cross-Country Group.

All pilots are required to attend 1 & 2. Pilots who are part of the Cross-Country Group are to attend 1, 2 & 3. It is the responsibility of the team captain to make sure that the briefing is held, by asking a volunteer for the weather briefing and by holding the briefing or assigning a delegate instructor to hold the briefing.

Glider Progression

The 15 flight/10 hour requirement to progress to the next glider is a minimum requirement, as stated in the latest progression chart. A pilot who has accomplished that minimum will only be accepted for a check flight to progress to the next glider if his skills and airmanship are deemed satisfactory.

We are now conducting check flights in the Twin-Astir prior to checking pilots for the PW-5 and the Single Astir. Both are A-plan gliders. Since those pilots being checked out are not yet on the B-plan, the board of directors approved waiving the Twin-Astir charge related to those mandatory check flights for soloing the PW-5 and the Single-Astir. All instructors are to make a note in the time sheets, in the Remarks section for the flight, indicating the purpose of those flights so that the treasurer can waive the Twin-Astir charge.

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The note should read: "Check for PW-5 Solo" or "Check for Astir Solo". This note is only to be added in those two specific cases and when the check flight is conducted in the Twin-Astir. Pilots who are not on a plan but are being checked out in the Twin-Astir will be charged the normal Twin-Astir per-minute fee.

Student Pilot Permit Pre-Exam

This local exam is to be taken by students prior to applying for a Student Pilot Permit (SPP), once 15 training flights have been completed. Students will also have to obtain a Radio Operator's Certificate prior to solo.

The SPP local exam consists of 56 questions with references for each question at the end of the document. The new exam evolved from MSC's pre-solo exam and the PSTAR exam (Transport Canada Air Regulations for Student Pilots) given to student power pilots, and complies with Transport Canada requirements concerning the student permit holder knowledge level.

A copy of the Aeronautical Information Publication (AIP) is available in the office at the club house. The Canadian Aviation Regulations (CAR's) can be accessed on the Internet. Feel free to ask an instructor if you have any difficulties.



Please join me in congratulating the following members:

Dominique Lemoine, a licensed air cadet glider pilot and a recent member of MSC, for soloing the Krosno.

Patrick Therrien, for soloing the PW-5, being cleared to go cross-country in the PW-5, and performing his first out-landing in a farmer's field.

Daniel Leduc, for being cleared to go cross-country in the PW-5.

John Bisscheroux, for landing his glider at Pendleton and retrieving the MSC/GGC inter-club plate. Now the plate will be held at our club until a pilot from GGC lands at our airfield and claims it back.

Marcelo Mills, for soloing the DG-303.

Évangéliste St-Georges, for progressing to the Single-Astir.

Norm Baker, for passing his Transport Canada written exam and his license flight test. ❖

SOSA's Mudbowl

By Dave Springford

SOSA's annual fun-contest, the Mudbowl, will be held from June 28 to July 1 this year. It is typically held over the August long weekend, but has been changed due to the Nationals. This is a low-stress, fun-contest to introduce pilots to contest flying, and allow other pilots to practice for the Nationals. We will also introduce the Turn Area Task, or Assigned Area Task in this contest.

There will be a BBQ during the weekend for a small cost. Everyone is welcome to attend. ❖

