

you become a better sailplane pilot; to have more fun at the flying field by attempting the various tasks. The program began in 1986 and was set up in four levels, Bronze, Silver, Gold, and Diamonds. In 1991 Al Hoar, then coordinator reported that there were 258 members in CSS with 39 Bronze, 12 Silver, 6 Gold and one Diamond holder, Steve Yurchevich of Calgary, Alberta, who completed his on June 21, 1990.

R/C Sailplane Records

By the way Jack Nunn of Midhurst, Ontario holds the Thermal Duration record of two hours forty seven minutes and twenty-six seconds flown with his Sagitta XC on July 12, 1985. The record was set on the practice day prior to the Central Ontario Glider Group's Cross-Country "Dash for Cash" event. In 1989 Joe Bedford, of Kanata, Ontario, set a new Canadian Open Distance record of 54 Kilometers during a cross country event. Another record holder of a different kind is Mike Thomas (MAAC 1964L).

In 1996 Mike has been the Central Ontario Glider Group Champion in R/C Sailplane for six consecutive years and the Canadian Nationals overall Champion twice. Back in 1984 Stan Shaw, Islington, Ontario, set a Slope Duration Record of eight hours and fifteen minutes while completing his LSF tasks at Mt. Glen, PQ.

The 1990's brings New Trends

With the decline in F3B flying and World Championships a new class of R/C Sailplane competition FAI Class F3J emerged in England and has generated enough interest in Canada for team trials. The first Team consisting of:

Arend Borst of the Oakalla Hawks of Vancouver; Doug Pike, and Pavel Brzak of Ontario with team manger Bob Sherliker did very well at the first W/C in England in 1998. Arend placed third and the team placed 6th overall. Prior to the W/C there was the BARCS Interglide contest with 190 flyers in which Arend Borst managed to win! Truly a major accomplishment for the Canadian flyers. Arend flew his own glider design "The Gazelle" that was featured in the February issue of Model Aviation Canada.

A New Scale Sailplane Committee in MAAC

In 1997 a new committee was formed to promote Scale Sailplanes and Aero-towing as a method of launching. In the following year The Canadian Aero-Tow Society was formed in Southern Ontario by Bill Woodward, the current Scale Sailplane Committee Chairman, Fred Freeman and Gerry Knight. Gerry who belongs to the Greater Niagara Thermal Soarers Inc. (GNATS) Ontario and, a long time avid builder of quarter-scale Vintage sailplanes, has been instrumental in organizing Scale Sailplane Fun-Flys since 1996 in the St. Catharines, Ontario area. Interesting to note that the following year Aerotow 97" was organized in Elmira, NY, USA. with international participation.

At the 98' Aerotow in Elmira, NY, the Best Vintage and Best Overall glider categories were won by a Canadian, Erik Eiche, from BC, with his beautifully detailed model of the "Wien". For the first time Aero-Tow events are planned for the 1999 Canadian Nationals. So it would seem that this aspect of R/C Sailplane activity will continue into the next decade based on the country-wide participation.

SOGGI decided that for the 50th anniversary year of MAAC, they would run a continuing one type design contest through out the year. The single type chosen for it's nostalgia and simplicity of structure is the "Windfree". The Windfree is a standard class sailplane designed by Mark Smith circa 1972. The kit has once more become available from an American manufacturer. Many of the club members have or are building this design from kits and also some members have or are scratch building from a plan. Fred Freeman is among those members who elected to scratch build. The poem recounts Fred's experience during the building process. All that you read truly happened, and with his usual good nature, Fred, (a very experienced model builder), pokes fun at himself.

THE RIME OF THE ANCIENT MODELER by F.J. Freeman, (with apologies to Samuel Taylor Coleridge).

It was an ancient Modeler
Who stoppeth one of three;
"I prithhe, Mynheer, wilt volunteer
to build the wild Windfree?"

I hearkened to his strange request
And answered, "Count on me;
I cannot fail for I build scale,
I'll build your wild Windfree."

And in a flash his manner changed-
His face alight with glee
He rubbed his hands as he passed the plans
For the wicked wild Windfree.

Then, quickly as he came, was gone
And left the task to me
To scratch my dome and build at home
The wispy winged Windfree

High in my garret working space
By the light of candles three,
I whiled away three weeks and a day
On the whackey, wild Windfree.

Quite quickly then I built the wings-
But Alas! and Woe is me!
Admit I must that I had to adjust
The wings of the wild Windfree.

The stab, was made in triplicate-
I sat on the first, you see;
And the second was so badly done
T'would have wrecked the wild Windfree.

There came then next the fuselage;
A breeze it seemed to be
I followed the line and it worked out fine
For the cause of the old Windfree.

And finally, there came a time
to assemble the parts, all three;
When all was true, I poured the glue
To set up the old Windfree.

When to separate the parts I tried,
One wing would not come free;
My scheme was nixed, t'was firmly fixed
To the rest of the damned Windfree.

So ends this saga for the nonce;
But if at the field you should see
A weird looking thing with a glued -on wing;
You can bet that it's MY Windfree.

(But wait!- There is more)

If you build as others do
And follow the plans to a tee,
You'll not be burned by the lessons I learned
When I built the wild Windfree.

F3J.F