



Trans-Canada Sailplane Annual 2013

This is the inaugural edition of the Sailplane Annual

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Plus any late breaking news which may call for a Stop Press edition – it's not too late to dust off that manuscript and have it reviewed by our editorial committee.

When Bob Hammett hatched the notion of a Sailplane Annual and wrote about it in the Model Aviation Canada he kindly nominated my good self to be the editor. He also envisaged that it would be a country wide, wide ranging composite image of the current state of R/C Sailplane activity in Canada today. Some call Bob a visionary, others call Bob a mover-and-shaker but Editors are obliged to tell the truth...

We have the age old conundrum: How do we collect possible articles to be of interest to a group of people of whose demographics we are blissfully unaware, whose interests are equally unknown, whose capabilities for generating articles that might be remotely considered interesting are again unknown and we do not even know how many there are? In short, we are trying to emulate the famous expedition up a certain creek and we are lacking the motive power (Did I hear someone murmur "GAS Engine").

However, not to be discouraged, people do read the Sailplane column and we have a place to start. We will be able to put together a Sailplaneurs Annual and hopefully from these humble beginnings we can develop and refine it so that can serve as a forum of shared interest and knowledge for those who choose to challenge the "air" and wring the maximum flight from the most minimum of conditions using skill, ingenuity and a lot of luck.

Who flies Sailplanes and where?

What we know: There are Sailplane groups in Alberta, British Columbia, Manitoba, Ontario, Quebec that generate an active profile – there are likely others who hide their talents far from the maddening crowd. Can we leverage this wide ranging group to create a base of shared knowledge and experience that can serve to cross pollinate our efforts to improve what we do and how we do it. The ultimate goal, of course, is a sort of "Quo podius", to borrow from the Olympian aspirants.

Thanks to all that submitted articles for inclusion in this first edition of the sailplane Annual. A special thank you to Dany Brazeau from Équipe Les Ailerons, Lochaber, Québec for starting the ball rolling with an article on the rapidly growing ALES contest events. Paul Perry of Chatham, Ontario sent in pictures and also included a Haiku poem written by his son, Lucas. A member of the Southern Ontario Glider Group claims that his uncle was a highly respected Theoretical Physicist who tried to explain the difficulties encountered when landing sailplanes. Warren Kelley covers Covering with Mylar.

To all those who are not easily impressed and often are heard to exclaim "I could write a better article than that!" - Then my answer will ever be thus "Do So!" and don't forget to send it in.

Since this is the initial offering of the Annual someone will be asking "Why no translations?". The real reason is cost, a gimpy computer and an ice storm. Plus, it is a rare translator who could help with Uncle Albert. However, if you are such a person - Please volunteer.

So, despite lack of sleep, heat and Hydro we are almost ready to submit the first Trans-Canada Sailplane Annual to the Sailplaneurs of Canada.

We also take this opportunity to convey on behalf of the Editorial Staff -
Best Wishes for the Festive Season and a Prosperous New Year

Merry Christmas Joyeux Noël vrolijk kerstfeest Felice Navidad

Dick Colley
MAAC 56629L

The ALES Phenomenon:

ALES Continues to grow.

By Aurele Alain, MAAC 19616, Glider Chairman, Ottawa Remote Control Club

Since 2010, I have been promoting Altitude Limited Electric Soaring (ALES) around Ottawa, Gatineau and Montreal. That fall, I hosted what we believe to be the first ALES event in Canada at the Ottawa Remote Control Club's (ORCC) glider field. We had a very humble beginning with only 6 pilots. This event was reported in MAAC Mag and in the Canadian Edition of Model Airplane News.

In 2011 and 2012, ALES continued to grow and a number of pilots from the Les Ailerons Club in Gatineau, Québec started getting interested in ALES. A number of events were held between these local clubs. In June 2011, Gudmund Thompson and I travelled to Carlisle, Pennsylvania to attend the Polecat 2K11 Open Soar ALES contest. We made quite an impression when we took 1st and 2nd place overall over 2 days of intense competition against approximately 35 pilots.

Through the winter of 2013, as glider chairman for the Ottawa Remote Control Club, I worked extensively with the Montreal Area Thermal Soarers (MATS), Les Ailerons club in Gatineau, Québec and Le Club de Vol à Voile de la Montérégie (C2VM) to develop an ALES contest schedule which started in May and wrapped up in October. We set up a contest schedule consisting of events on an approximately monthly basis spread between 4 sites. This included 2 events strategically located in St-Eugène, Ontario at Isabel Deslauriers' and Ray Buyukgurel's farm which is almost exactly half way between Ottawa and Montreal making it very easy for pilots from the National Capital Region and Montreal to attend.

In 2013, all this work finally came together. We've have a very successful series of ALES events. In addition, approximately 12 Canadians travelled to Carlisle, PA to attend the Polecat 2K13 Open Soar ALES Contest in June. This is undoubtedly the largest ALES event in North America with about 72 pilots registered.

Final ALES event of the year

At the local level, our final event of the year was held on Saturday October 12 at St-Eugène. We had a very good turnout with 20 pilots. Could this be the largest ALES event ever in Canada? The following is a group picture taken on Saturday, October 12, 2013. As you can see there were a large variety of planes in use including Radians, Magellans, electric molded ships (e-Aspire, e-Shadow), custom built Omerta, light ships like the Gracia and Topaz and more....



The weather was cool in the morning but warmed up nicely as the day progressed. It was not long before we took off our jackets and flew in short sleeved shirts. The sky was clear blue. There wasn't a cloud in the

sky all day. Thermals varied from medium to non-existent. In short, perfect contest weather. We flew six 10-minute rounds, divided into 3 groups of 7 pilots. This made for a nice pace as pilots could get a break between rounds.

ALES Contest Results – St-Eugene Field – 12 Oct 2013

Rank	Pilots	Final Score
1	Aurele Alain	5155
2	Bernard Arsenault	4991
3	Paul Penna	4933
4	Jacques Girard	4914
5	Gudmund Thompson	4881
6	Luca Valle	4840
7	Pascal Thiou	4787
8	Stephane Monfette	4581
9	Daniel McCrae	4511
10	Stephen Barry	4339
11	Dany Brazeau	4268
12	Duc Levan	4248
13	Etienne Dorig	4223
14	Ray Buyukgurel	4130
15	Colin Sutherland	3710
16	Isabel Deslauriers	3577
17	Roland Goudreau	3521
18	Denis Dionne	3022
19	Eric Sulser	2587
20	Paul Charlebois	2258



Away We Go!

Our hosts for the event were Isabel Deslauriers and Ray Buyukgurel (both relatively new gliders) but who are both experienced IMAC competitors. At Lunch time, they treated us to their IMAC routine set to music using their large electric powered Extra 260. At the end of the day, Dennis Dionne demonstrated his IMAC routine using a DA-150 powered Ultimate. Very impressive skills indeed.

2014 is looking very promising...

The ALES (Altitude Limited Electric Soaring) contests

by Dany Brazeau, MAAC #81249. For questions or comments: executif@lesailerons.ca



Les Ailerons third ALES event. We were 18 pilots from Montreal (Qc), Ottawa (Ont) and Gatineau (Qc).

1. What are the ALES contests?

To participate in these contests, gliders must be equipped with an altimeter switch. This device is using a pressure sensor and a timer. The circuit cuts off the motor at 200 meters or after 30 seconds, whichever comes first. For our events, we are using the CAMs modules (Competition Altimeter for Models) available from Soaring Circuits for about \$50. The contest consists of a mass launch of 4 to 10 gliders at a time, each launching from a landing tape. The object is to thermal 10 minutes, followed by a precision landing. You need to be at least 5 meters from the target to earn landing points. Points are awarded for time in the air (10 minutes for the maximum of points) and the accuracy of the landing (less than 50 centimeters for 50 points). For more details and variants, please read the Official ALES rules (it starts on page 10): [2013-2014Electric.pdf](#).



The CAM module from Soaring Circuit. Just plug it in between your receiver and ESC.

The popularity of the ALES contests is growing compared to other formula for many reasons like:

- Simplicity of the rules
- Ease of administration.
- Cost effectiveness. No need for expensive engine setups because whatever can get you to 200m in 30s is OK.

2. Our club and how it all started

[Les Ailerons](#) is a radio control club located in Lochaber, Québec. It was founded in 1972. With the introduction of BNF (bind and fly) gliders, the popularity of electric gliders has increased a lot over the last 4 years. At this time, our club had pilots with a large range of interest: aerobatics planes, helicopters, scale, war birds and micro planes but gliders where not too popular. In 2010, members started to buy foamies electric gliders (like the Radian, Radian Pro and the Cularis). Today, we have around 12 members that got hooked with gliders from 1.5 meters up to 5 meters.



My first glider at our dandelion field, a Parkzone Radian Pro, the best low cost glider to start with.

The interest at our club for the ALES format started in 2011 when I found out that the ORCC (The Ottawa Remote Control Club) where doing ALES events at their glider field. I also found out that Aurèle Alain had ordered a dozen of CAM modules. I met him, bought a couple of modules and ask him if he could come to one of our club's meeting to do a presentation on the ALES format. The presentation was a success and that was the beginning of a new adventure for me and a couple of other members.



Typical launch from Gudmund and his Pulsar at the ORCC field in Ottawa.

3. The contests

In 2012, we started to be in part of the inter-club ALES contests. Four clubs are involved in these contests: **Les Ailerons** from Lochaber, Québec, The **ORCC** club from Ottawa, The **C2VM** club ("Club de vol à voile de la Montérégie") and The **MATS** club (Montreal Area Thermal Soarers). We have around 7 contests every year.

We make sure to coordinate our events with THE contest of the year: A two-day event in Carlisle, Pennsylvania, the CAMS-Polecat ALES event. This event is so popular and well organised that you have to register months in advance to have a place. Usually, registration is limited to the first 60 entrants.



Bernard Arseneault, at the 2012 Polecat event in Carlisle, PA. He's proudly wearing our Team Canada T-shirt.

The results of our contests are submitted to the ALES league. They compiled the results of all the contests

in the US and Canada. At the time that I wrote this article, here are some pilots from our inter-club league that performed well.

Name	Model	Rank in Canada	Overall rank
Gudmund Thompson	Pulsar 3200 and Aspire	1	2
Aurèle Alain	Gracia	2	10
Jacques Girard	Home built Omertà	3	19
Bernard Arseneault	Aspire	4	23
Brian Buchanan	Gracia	6	35

Planes choices...

Over the contests we can notice that some plane characteristics began to stand out quickly. The concept does seem to favor a larger plane (from 3 meters to 3.7 meters). But, the concept also tends to favor good pilots (of course).

Conditions make a difference. Windy conditions definitely favor the planes with higher wing loading and better penetration. We have many molded planes that compete and do very well. The problem of molded airplanes is that they all struggle with their weight. It's less a problem of efficiency than it is of manoeuvrability and landing. It appears that many models including the Aspire and the Xplorer II are coming out with special light versions of their traditional F3J planes.

What can be said generally about the molded planes is that the flying style is different from the covered rib planes. The moldies tend to be bigger, heavier and fly further and faster. They permit a strategic use of the field. The lighter planes just can't move that fast or far. For the pilot, this requires a whole new strategy and way of thinking.

On the other hand, in light conditions with small thermals, the circling ability of the lightest planes is an advantage. They also tend to do better than molded planes when landing.



Martin Jetté with his Graphas. Dany Brazeau with his Topaz and Bernard Arseneaut with his Aspire.

Plane recommendations

Some recommendations based on what is popular in our league:

Budget plane (foam):

Parkzone Radian and Radian pro

2.5 meters planes (covered rib wing):

Top Model Prelude and Icare Magellan

3+ meters planes (covered rib wings):

Pulsar 3.2m, Gracia 3.1e and Topaz v2

3+ meters (molded wings)

Aspire spread-tow carbon 3.7m and Xplorer II 3800

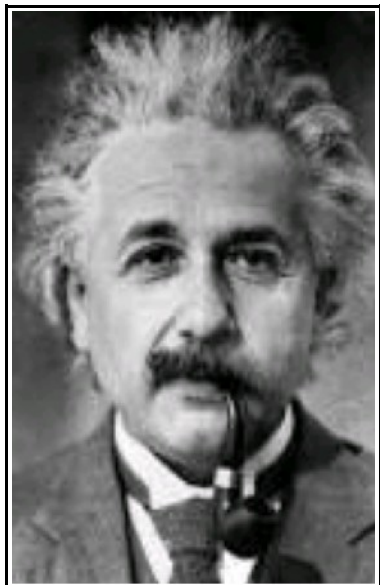


Aurèle's Gracia ready for a perfect landing.

Links that you might like:

Les Ailerons club.	www.lesailerons.ca
Soaring Circuit: Where you can buy the CAM modules.	www.soaringcircuits.com
Excel spreadsheet that creates the score sheet and to calculate the results.	www.tailwindgliders.com
ICARE, the best glider store in Canada.	www.icare-rc.com
The ALES league home page where we can see the standings and more.	ales-league.org
Paul Naton video about the Polecat 2k12 event	www.youtube.com/watch?v=55PuCcke1a4
Good thread on rcgroups about ALES (thanks to user Frerick r that gave me some help)	www.rcgroups.com/forums/showthread.php?t=1330889





Nōt Uncle Albert

Many years ago, my old uncle Albert, hypothesized that the space time continuum was not necessarily linear and that time might not always maintain its modularity in localized high intensity warp zones (known in the R/C Sailplane community as “Landing Tapes”).

Df Albert, as he was known to most of the family, evinced the theory that the weave structure of the fibres of the landing tape were a close match to the critical wavelength of the Neutron weft and that this, though by itself not cognoted significant, since any space-time geometry is a solution of the field equations for some finite stable configuration of the stress-energy tensor field, lead him to postulate there may exist some universal constant that tends to introduce disorder to the system.

In a nutshell, it means that when you are landing your sailplane – especially in a contest – you may be able to control time or space but not necessarily both at once or with the same degree of certainty.

Some people have tried landing tapes that are not woven. This seemed to solve the problem – until someone noted that the tapes were stretching (or were being stretched) and that there was, in fact, no significant improvement in the rationalized landing scores.

Uncle Albert spent his later years trying to perfect a portable 2.4GHz tensor field modifier but was not able to reduce the size of the portable field unit – the array of 24 cylindrical antennae too closely resembled a case of Blue and the liquid stress-energy propellant required constant sampling (for quality control purposes only). The only smart part of the whole design was that you could return the empty antenna casings to the Beer Store and get 5 cents each for them.

Rascal LeChat - SOGGI

Tissue over Mylar Covering.

Warren Kelley MAAC 338.



Warren details the method used on his Orion-E

on the tissue. The dope can only evaporate into the air not migrate into the structure, again saving weight.

Mylar: is available in both clear and aluminized finishes. It's also available in 3 thicknesses: 5 ,10 &15 micron. (1 micron is 1 one millionth of a meter, hard to imagine, 5 micron being just under ½ the thickness of Saran Wrap). 5 micron is suitable for all sizes of models, it's only there to avoid the use of

Tissue over Mylar is a method of applying a composite covering to the open framework of model aircraft which makes use of the benefits of both materials. The big advantage using Mylar is that the covering is already airtight before you have even apply any dope, so that you really just need enough dope to stick the Tissue or Silk to the Mylar and you can leave it at that. It's quite a bit lighter than brushing several coats of dope, the end result is more stable and less affected by damp, so it won't go slack on wet days. It is a bit more puncture resistant, not a lot; don't expect a bullet proof finish. The underlying Mylar also allows easy colour changes between the structural elements of the model without doubling up

excessive amounts of dope and to seal and add a degree of stability. Additional strength and rigidity is best accomplished by using a heavier grade of covering or by using silk over. The heavier grades of Mylar shrink less than the lighter grade. For the faint of heart, fear not. Mylar -even the thinnest-can be pulled about and stretched with very little risk of damaging it. It is also surprisingly heat tolerant. You'll soon get the feel for it. Tissue over clear Mylar will look exactly like a well-done covering job done with tissue alone. Tissue over aluminized Mylar, the colours become opaque which could be a real advantage on a scale model.

Esaki Tissue: is available in a wide range of colours and 3 weights: Lite Flite, Medium Flite and Super Flite. Lite Flite is suitable with the 5 micron Mylar for all models up to about 72" wing span, 2 meter gliders and larger may benefit using the heavier tissue. I believe using Esaki is the way to go, the colours are vibrant and the superior wet strength is crucial in the tissue over Mylar process.

The following methods (which have proven to work for me) have been selected word for word from many 'how to' articles from the internet and various model building publications. *Input by me will be highlighted.* (In Italics and Font Change)

Attaching the Mylar.

Starting on the wing: This is straightforward and will seem pretty familiar to anyone who has used modern covering materials like Monokote. First though a little prep work is in order. Since the Mylar has no adhesive on it, some sort of adhesive needs to be applied to the structure. Before painting on the adhesive the structure should be sealed with dope or sanding sealer. One thinned coat, sanded smooth, should suffice. We have found that various adhesives will secure the Mylar. All that is required is an adhesive that will dry then soften again when heat is applied. The stuff used to attach standard iron on film i.e. Balsaloc or BalsaRite (fabric formula) or SIG Stix-IT are all suitable, as are many handyman contact cements such as Evostick or Weldwood Contact Cement. Some glue sticks are also suitable so try your favorite adhesive. It may be OK. *I have had very disappointing results with both Pritt Stick and UHU Purple Stick. They are easy to use and do a great looking covering job but the adhesion is very poor. On my Earl Stahl Hi Climber the covering on the under camber came loose after about 3 flights. I have found that Lepage Contact Cement Heavy Duty (available at Canadian Tire) thinned with Acetone works very well. You can poke a big bulge in the Mylar with your finger (scientific test) and it will not part from the structure.* Many of these products are far too thick and should be thinned down to the consistency of dope. This will allow the adhesive to be brushed onto the structure without stringing. If it strings it's still too thick, add more solvent. You may find it easier and better if two thin coats are applied rather than one thicker coat. Apply the adhesive to all areas that the Mylar will touch. This means leading edge, trailing edge, ribs, spars, gussets, everything. After coating the structure check that there are no lumps in the adhesive. You might want to lightly sand before attaching the Mylar.

Covering:

Cut a piece of film slightly oversized (*cutting Mylar is easy but you must use a very sharp blade, the Mylar would rather tear than cut if your blade is dull or dirty*). A cutting mat is ideal but if you don't have one layers of newspaper work just fine. Lay the film on the structure. Although heat shrinking will remove the wrinkles, try to get the film on as neatly as possible. *If using Lepage's Cement set your covering iron to 100 Degrees C and allow it to stabilize.* Start at the root and tack the L/E, Center and T/E. Do the same at the tip, stretching the film a little lengthwise to remove any sagging. (*a "tack" is a small dab with the tip of the iron – just enough to hold the Mylar in position*). Then tack along the L/E and T/E at intervals, gently easing out any major wrinkles as you go. Add more tacks along the L/E and T/E again stretching the Mylar to eliminate wrinkles. If any appear as you go along simply pick up the edge and gently lift the Mylar away from the tack(s), stretching and re-tacking. You might need to do this a couple of times. When you are happy firmly iron the film down around all of the edges (no need to increase the iron heat). On the underside of an under cambered wing, carefully run just the tip of the iron over the rib edges and along the spars to fix the Mylar in place. There should now be no major wrinkles showing. Any small ones will disappear in the next step. Only

now apply the iron to the open areas to shrink the Mylar completely all over the panel. It's not necessary to increase the iron temperature but just see how it goes –

if the wrinkles are particularly stubborn, you can increase the temperature slightly (*125 Degrees C*) allow the iron to stabilize before proceeding. If any reluctant wrinkles remain, for instance in the corners of open areas increase the temperature of the iron a bit, allow it to stabilize. Gently “wipe” the Mylar away onto the solid area adjacent to the the wrinkle. When you are happy trim off the surplus with your sharp clean scalpel blade.

Now you are ready to cover the other side of the wing. Remember you must coat the Mylar with adhesive any where you make an overlap.

Attaching the Tissue

Check the Mylar surface for any after market wrinkles or dents and shrink again, locally, as required. Dope the entire surface of the Mylar with dope thinned 2/3 thinner 1/3 dope. Rub down when it is dry using 400/600 grit just enough to denib it and leave it silky smooth.

Cover the top surface of each panel before the bottom surface, that way all over laps will be on the bottom. Cut a piece of tissue (grain span wise) and with a total width overlap of 1 1/2 “and about 2” longer than the panel being covered. Decide smooth or rough side up (your choice) but you must be sure to keep all of the covering on the aircraft the same way up or the first time out in daylight any panel wrong way up will be very obvious. Lay the tissue down on the Mylar. Getting it as close as possible to it's final position to begin with helps when trimming the edges. Using a small (fine) spray bottle filled with cold water, spray a section of the tissue about 3--4” wide on the inboard end generously with water. As the water penetrates, surface tension will suck it down onto the Mylar. Immediately begin gently wiping and smoothing with a piece of kitchen tissue. If necessary lift and spray again and lay it back down wiping gently. Continue doing a section 3—4” at a time to the end of the panel. You may need to go through this process

lifting, spraying and laying it down several times. Remember water is the magic ingredient. (*This is where Esaki pays off.. It has good wet strength, you can pull wrinkles almost with impunity*). The first section always takes the longest after that it goes much quicker. (*Don't allow the wet tissue to stick to itself or it'll spoil your day*).

When satisfied that it's tidy and while the tissue is still damp and in firm contact with the Mylar immediately dope it quickly and generously with 2/3 thinner 1/3 non shrinking dope (*SIG Lite-Coat*). Dope all of the overlaps also as this helps to strengthen the tissue when you work it around the edges. This may seem counter-intuitive but immediately after sloshing on the dope, wipe it off with a fresh piece of kitchen towel. Even though it may look as if there's no dope left behind, rest assured, enough will remain in the tissue fibers to consolidate the bond with the Mylar. (*I have a problem with this selected method in that it will without doubt cause the dope to blush very badly. I overcome this problem by using 1/2 lacquer thinner and 1/2 retarder when thinning the Lite-Coat*). Now go around the edges and stick down the overlaps and wrap-arounds of tissue with more dope. That means carefully cutting off the surplus, notching, slitting, etc. firmly fixing the overlaps as you would normally do. As before wipe off the surplus dope. The covering on the bottom surface will be trimmed flush with the L/E, T/E and wing tip.

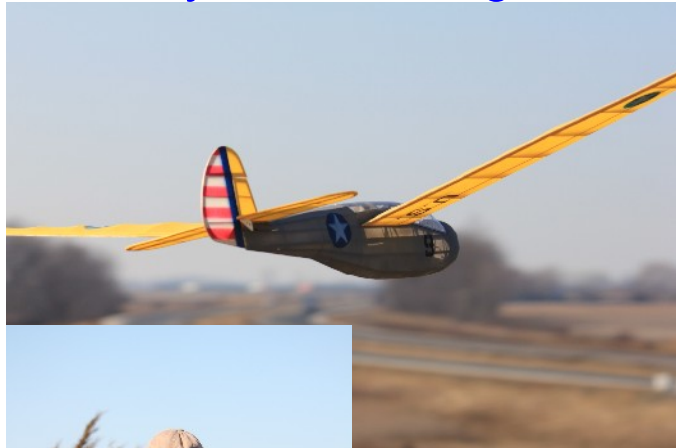
The tissue should be neatly and firmly attached to the Mylar but you may see small areas where the tissue is slightly paler and looks dry. That means it hasn't adhered properly to the Mylar, so treat it with more thinned dope, rubbed well in with a finger tip. You are now ready to attach the tissue to the rest of the wing panels. After the wing is all covered adding one coat of thinned dope to the complete wing is all that is necessary for a light, stable, fine looking and weather proof finish. Any additional coats of dope are only a matter of cosmetics. *Sorry to have made such a long winded epistle out of this but after your first model the rest will be quicker and easier.*

Mylar and Esaki tissue are available from:

Flitehook, John & Pauline - www.flitehook.net

Mike Woodhouse - www.freeflightsupplies.co.uk

A Family that flies together...



Three photos are my 1 meter Schweizer TG-2 'micro glider' built from Earl Stahl plans published in MAN Jan 1942. It runs on Spektrum micro gear. The sloping hill was a construction site near Chatham Ontario in the late fall 2011.

My son Lucas wrote the Hiaku poem and my daughter Heather took the photos.

*The last winter leaves
Clinging to the black branches
Explode into birds*



Written by Lucas Perry
2012
Photo by Heather Perry

The other photo is from a perfect spring day in March 2012 sloping near Grand Bend. Notice the ice on Lake Huron in the background!



People in the picture are from L to R:

Mark Perry (brother), Jonathan Perry (Son), Paul Perry (me) and Bruce Perry(father).

Middle aircraft is a 30+ year old Wanderer converted to electric. It has been flown by three generations of RC pilots. Other two airplanes are original scratch built designs.

Photo by Peggy MacPherson.

Paul Perry MAAC 13416

Chatham Ont

Springtime -

The first day of spring was once the time for taking the young virgins into the fields, there in dalliance to set an example in fertility for nature to follow. Now we just set the clocks an hour ahead and change the oil in the crankcase.

- E.B. White



League of Silent Flight – Canada Edition

Ann Tekatch MAAC 54284, LSF 8214
LSF Country Coordinator for Canada

The League of Silent Flight (LSF) sounds like a group of superheroes and, in many respects, it is! In the world of radio-controlled soaring, those who have mastered the difficult tasks set out in the League's Soaring Achievement Program are recognized as Supermen and Wonder Women.

LSF was organized in 1969 by a group of RC sailplane modelers in the USA. Their intention was to encourage and recognize RC soaring excellence around the world. Membership in the non-profit organization grew rapidly and now stands at over 7500 worldwide, including more than 300 Canadian members. There are no membership dues in the LSF and once you have completed the first level of challenges or tasks, you become a member for life. That's right. No. Membership Dues. Ever. It's written into their bylaws!

The LSF may be cheap but it's not easy! The Soaring Achievement Program (SAP) consists of five levels of increasingly difficult soaring tasks or challenges. Of the over 8200 LSFers who have ever lived, less than 200 have achieved Level V. To my knowledge, only five Canadians have reached that pinnacle. One of my duties as volunteer Country Coordinator for the LSF in Canada is to encourage others to follow in their footsteps.

To become an LSF member, just complete the application form found on the LSF website: www.silentflight.org . Return it to me by email or post. (Include a self-addressed, stamped, #10 envelope if you're submitting your application by post.) Once your application is processed, you become an LSF "aspirant" and a Level I Voucher will be sent to you. Vouchers are forms outlining the tasks for a particular Level, to be completed and signed by the LSF aspirant/member and by witnesses to their achievement. Once the completed Level I Voucher has been processed by the LSF, the aspirant is granted lifetime membership and sent a voucher for Level II.

Any non-powered, radio-controlled sailplane/glider may be used for the tasks. Untold numbers of LSF members have started out with a Gentle Lady or Spirit sailplane. Achieving precision landings in the wind with a Gentle Lady will make anyone a better sailplane pilot. (Ask me how I know this!)

LSF does not allow the use of electric-powered sailplanes such as the Radian. There remains a question as to whether the use of electric propulsion would make accomplishing the current standard tasks easier, thus penalizing pure sailplane enthusiasts. At last report, LSF was considering a separate, parallel class for electric powered sailplanes. For now, LSF requires all launches to be made using a winch, high-start (bungee and line) or by hand.

The tasks in Level I consist of a five minute thermal duration flight; a fifteen minute slope-soaring flight (or a second five minute thermal duration flight in lieu of the slope flight); and five precision landings within 3 meters of a predetermined spot. By comparison, Level V

requires: a two hour thermal duration flight and an eight hour slope flight, a ten kilometer goal-and-return cross-country flight; and competition in a minimum of 6 contests (no fewer than 20 participants in each contest) with a total score of 12,000 points or more (including at least three wins)! For complete details on tasks required by the various Levels and the rules governing them, please contact me or find them on the LSF website: www.silentflight.org.

Several RC soaring clubs throughout Canada will host contests during 2014 that will satisfy LSF criteria. The Southern Ontario Glider Group Inc. will be holding two thermal duration contests run in the man-on-man format. Winch and high-start launching will be available. Watch our website www.soggi.ca or the pages of this magazine for details.

While membership in the League of Silent Flight is free, the opportunity to improve your soaring skills is priceless. The superhero cape and tights are optional.



Launching into the sun at COGG Field

Picture by Alex N.