

1236-20 Avenue, N. W.,  
Calgary, Alberta,  
December 22, 1956.

233 Academy Road,  
Winnipeg, Manitoba.

Dear Dick:

I have in the past, prepared a yearly summary of gliding activities in Alberta and Saskatchewan and this year I offer the summary more or less as a member of the S.A.C., and in no official capacity.

In comparison to the number of available gliders, very little flying activity was logged. The Gu-Nims of Calgary concentrated all their efforts to complete the permanent hanger at Pincher Creek, and had their Moth up for wing repair, which had weather damage.

You will no doubt have the report on the Gu-Nims of Red Deer and private ventures, so I will not elaborate.

A second gliding club in Red Deer, "The Red Deer Soaring Association", brought in a Kadet from Quebec. The glider was completely overhauled and I made trips to Red Deer to test fly the machine and train two members for their Glider Pilots Licence and Instructors rating. Walter McKimmon and Art Underwood both obtained their Pilots Licences and flew hard and continuously to get in the required time necessary to qualify for instructors rating. During all sorts of adverse weather they piled up time and landings, and were just short of their goal when the glider piled up, due to a stall, resulting from gusty conditions. The Cadet is so badly damaged that the club disbanded although a few of the die hards plan to start again. I aim to go up to Red Deer within a few weeks to try to reorganize the club and to see if repairs can be done both in my shop and at Red Deer.

This club's constitution stipulated that all be members of the S.A.C. and where possible were to obtain their Private Pilots Licence (powered). I believe seven members did pass the D.O.T. exams. The Red Deer Soaring Association is a credit to the S.A.C. and I will put out every effort to see them started again.

My shop is becoming a focal point for glider repairs. This year I've had the Double Bubble, Len Russell's Flying Wing and a 1-19 is coming in for repair, and possibly the Moth wing. My own sailplane now held up for a proper dope shop, requires only fabric covering and minor work.

I would also like to say a word about the backwoods potential glider pilots and fans who are little heard about. On numerous occasions I have received letters from youngsters and some oldsters requesting where to obtain blueprints of gliders for home construction, materials; and many requested information regarding licensing of pilots and gliders or government controls. Others wanted me to see their designs, advise, and send available literature.

Much of this came about through the Associated Press which had gliding news published in every backwoods newspaper. Apparently this medium has wonderful potentials in getting the S.A.C. into homes and to flying starved youngsters, not

available otherwise. Many of these lads are the nucleus for our future organization and the importance of reaching them is far too important to overlook.

It is my contention that the S.A.C. membership being so weak is a result of our organization only trusting that glider owners and active glider pilots will take out membership or continue membership.

I strongly advocate that the S.A.C. adopt a policy and put into effect a series of "contact" letters to clubs and club members going defunct and make some effort to retain their membership. The S.A.C. lost the members of the Red Deer Soaring Association and many other active pilots. The S.A.C. can rectify this by showing some interest to its members and their activities and troubles. The value of proper correspondence on the part of the S.A.C. is so vital, that no common sense is required to estimate the possible potential expansion in membership to the S.A.C.

The paper work will be enormous. Let's have our directors and regional representatives share this responsibility and get to work on constructive methods. And since this issue has a direct bearing on the S.A.C. livelihood, place a committee over the Directors and regional representatives so that reports can be evaluated from each zone and any shortcomings noticed and to be handled with the fineness of diplomacy--(no calculated bluntness, please).

The S.A.C. would greatly assist the zones by making available printed leaflets on:

- a. Names of clubs willing to give flying instruction to short term members covering details of agreement
- b. Material supplies for gliders--the price and location
- c. Official Regulations regarding licencing of gliders, pilots, instructors
- d. Text books and reports. Price and publisher
- e. Plans available for home construction and price
- f. A short history of what the S.A.C. means to the gliding fraternity  
(This is a direct about face to the present policy of what the member means to the S.A.C.) We will pay a dime for the trouble.

These are suggestions and proper legislation can garner further and ammended prospective.

This year, I personally contacted people who are not in a position to glide actively and sold six one year subscriptions and one two year subscription to Free Flight and an S.A.C. membership. To do this, necessitated continuous correspondence with the Free Flight editor, Pete Stickland, who supplied me with sample copies. A cheque will cover the copies I have sold, and the remaining copies left are held for the purpose intended.

It is generally accepted in this zone that the Free Flight now edited by Pete Stickland is a credit to the S.A.C., and to go back to the old style of issues covering dry reports and lacking the inspiring photos now edited will deplete the good that Pete had engendered. With "Pete's" Free Flight there is a prenatal tendency responding to the code of helping your fellow enthusiast, and it has already succeeded in breaking down much of the personal selfishness of the past.

I am of the opinion that our Free Flight if only published for members, will lose

Dick Noonan

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all vestige of potential value in reaching the growing youth. To educate our public and to unite common interest in our organization, we must have a steady flow of interesting and varied material compiled in a magazine that warrants selling on the newsstands. It is to this end that Pete has strived. Failure in achieving this project is attributed to the present policy of the S.A.C., in not properly handling the flow of membership, its financial security. Inadvertently, Pete has brought the S.A.C. to its feet, and his finest weapon "Free Flight" is staggering in its success proving that S.A.C. must clean house, and go into business.

Free Flight is the only medium we have to encourage Canadian competitive gliding by being Canadian. Are we encouraging our pilots to share in the "across the border" highlights thus decelerating everything that stands for gliding in Canada? Gliding as it should be in Canada can only be achieved through the joint effort of the S.A.C., serious minded pilots and those also of our top executive members.

An example here in Calgary is underway to maintain this Canadian policy. These are the type of men the S.A.C. need and Free Flight is the medium to converge this opinion, thus encouraging Canada into a position of world wide prominence.

On October 17, 1956 I forwarded to S.A.C. my membership dues. There has been no acknowledgement.

On two occasions I sent official confirmation of my Silver "C" legs for F.A.I. rating. No replies here either.

It has been reported to me that letters from members have gone unacknowledged time after time. The consequence of this was discontinuation of membership.

In conclusion, you may be assured that I strongly advocate the measures I have outlined. The first course of importance is to reclaim defunct members and then to enter a search program for potential members. Also, let Free Flight run reports of what the committees are doing or have accomplished. Of particular importance would be the reports on correspondence from members, clubs and enthusiasts who have requested help and what has been done for them. Encourage members of S.A.C. in the respective localities to offer them advice and help using the maxim of putting more into the sport than they will personally extoll for services.

Without delay, I suggest that Pete Stickland be given a clean bill of health. Present him with a policy for operating Free Flight if you must--but to force the curtailment indefinitely of the standards he has set up--definitely not.

Respectfully,

*Norm Bruce*

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C.C.C.