

CANADIAN SCENE

by DOUGLAS A. SHENSTONE

The third and most successful annual SAC Meet came to a close on Sunday, 4 August, with the champion for the second time being Albie Pow of London, Ont. At the time the meet ended, Albie was across the border making a new Canadian distance record of some 137 miles. This flight reflects the whole tone of the meet, with the emphasis on cross-country flying being, for the first time, the predominant note. "Get away from the field" was the watchword.

Runner-up for the championship was Jack Ames, Toronto, and third, Don Holman, Ottawa.

Number of pilots present.....	65
Number of hours flown.....	189
Number gliders present.....	13
Tow planes	3

Despite the fact that on the first day gliders landed in both London and Paris (Ont.), the cross-country miles totalled some 66; the first notable cross-country mileage ever achieved in Canada.

It is of interest to note that the only craft available for x-country were the Loudon, Toronto's flattop LK, Katineau's GB, Albie Pow's normal LK and a visiting (U.S.) LK, the latter being the machine in which Albie made his record-breaking flight. Statistics show that flights averaged some 50 per day for the 8 days of the meet. Pow completed the first goal flight attempted in Canada by flying 57 miles to Dunnville.

The dominant feature of the Meet was the complete enjoyment of the soaring and other splendid facilities provided by the Waterloo-Wellington site, a fact which gave much pleasure to U.S. visitors and will attract them to future Canadian meets. Remarks were frequently overheard on the camaraderie and general informal friendliness at the meet — things we have always taken for granted but apparently not quite so common in other parts of the world.

Paul Schweizer was a welcome visitor, with his 1-23. Other members of the Elmira Area S. C. also attended the first week-end with a 1-23 and an LK. From Rochester an LK arrived to remain all week, topping off with the attendance of Don Ryon, Pres. of the Rochester Club, Stan Smith, and others.

Canadian craft taking part were a 1-19 from Canadair Soaring Club, Montreal, with Don Claudi, the Gatineau Club's GB with some dozen members from Ottawa including Don Holman, Shorty Bourdault, Johnnie Dure, Chem and others. Queen's U. was represented, as last year, by Lloyd Laventure, Arvida, Que. and Hank Janzen, who brought along their LK. Toronto was of course represented by SAC Pres. Jack Ames with the Loudon, and also Henry Dow, Charlie Miller and Stu Alexander, with John Seddon and others. Albie Pow used his own LK and the Waterloo-Wellington Club made its 2-22 available. The Hamilton group had their Cadet on hand and Dick Noonan trailered his new 1 23 from Winnipeg, bringing with him SAC Vice Pres. Norm Bruce, Calgary. George and Grace Dunbar arrived from

Sarnia and Mike Skubay motorbiked from Vancouver.

Peter Riedel, world known soaring champion now living in Venezuela arrived with his charming American wife and contributed generously of his wide soaring knowledge to the great benefit of all; his after dinner talks were attended with the greatest enthusiasm by all glider pilots present.

The facilities of the Waterloo-Wellington Flying Club were excellent in every respect; for the first time at a Canadian glider meet, properly served and timed meals were available; sleeping accommodations were adequate and hangarage was of the first order. Garth Massey and the Club directors are to be congratulated on their efforts and highly commended as hosts; if general opinion carries the day, this club may well be performing similar functions for the gliding fraternity in the future. The W-W Lounge is the basement of the barn on the property, with plastered and plywood panelled walls and a terrace overlooking the field; all work on this project was carried out by members and the result would be a credit to any swank watering place.

The weather during the Meet was such that no altitude flights were possible; the site is situated on a plateau 1300 ft. high in the middle of a relatively large isthmus bounded to the West by Lakes Huron and Saint Claire and on the South by Lakes Ontario and Erie. Normal winds are from the NW and SW which could have resulted in open channels for real long distance flying. However, the weather, while soarable on 6 days on the Meet precluded high altitude flights by reason of a low cloud base and lack of vertical development, while the wind directions were predominantly North and East, resulting in most flights ending comparatively close to the northern shore of Lake Erie. Altitude of 5,000 was exceeded but rarely and by small margins. Undoubtedly the area with its predominance of farm lands is an excellent one both for local and x-country flying under good condition—and with good machines should present no great problems to considerably longer flights.

The average cost of gliding at the Meet, per hour, came to less than \$6, including tow. Financial success of the Meet was assured by numerous donations from local merchants and others directly or indirectly connected with the sport. This marks the first time the SAC has kept out of the red in a gliding Meet.

Immediate reflection on the results and views of those attending the Meet, show the woeful lack of performance sailplanes — in fact, any sailplanes — available to the now noticeably growing number of Canadian soaring pilots. It would appear that the foremost interest of anybody connected with our future should be concentrated on ways and means of obtaining more sailplanes within our borders.



Shorty Bourdault, Gatineau Club, tries out the 1-23.