

setting a high example of perseverance and personal courage.

Starting with nothing save a handful of untrained pupils and an idea, he built a 1-19, put in the many hours necessary to secure his instructor rating and then instructed his pupils. No sooner had this been accomplished than he purchased a 2-22 2-place craft; through mechanical failure he crashed in a clump of trees at Pendleton but fortunately was unhurt, although the glider was badly damaged. Undaunted, he was airborne again before long and the 2-22 was repaired. During the past year he and his pupils flew their two craft without mishap and in addition acquired a gliding field and hangar of their own near Buckingham, Que. It was high time some recognition was given for his splendid work and the award of this trophy, gained as it was in competition with all gliding clubs in Canada is the type of award which he will most appreciate. The SAC took pleasure in awarding him a Certificate of Honour for his instructorship of the trophy-winning club.

This year a distinctive new Trophy was donated by President J. W. Ames—a trophy which will be known inevitably as the "Ball and Chain". Standing some ten inches high it represents a svelte sailplane reaching upwards, but earthbound by a massive chain attached to a ball. It was presented by Mr. Ames to W/C Don Holman and Mrs. Holman, with the following words: "My wife and I felt that some encouragement should be given to the many pilots who are trying to combine marriage and gliding, a difficult combination at best, and are therefore donating this small trophy. We charge future Presidents of the SAC, in committee with their wives, if any, to select the winner each year, and suggest the point score obtained by contestants in the Annual Championship be used as a guide . . ." It should be noted that Ames made the trophy himself, and it is a finely finished and meticulous piece of work.

Unfortunately this year no detailed statistics were available but, from reports turned in for the Roden Trophy, Don Pounder, Toronto, was able to dig out some significant facts. The fourteen gliders reported on flew some 721 hours, or an average of 51.5 hrs each; 3000 flights were made at an average of 14.4 minutes per flight. Even such incomplete figures showed a remarkable increase over air hours reported the previous year.

Albie Pow, Chairman of the Annual Gliding Meet Committee came up with some interesting figures on the meet at Kitchener. There were 13 active gliders present, 4 from the U. S.; 408 flights were made with a total of 197 hours, 34 mins. \$1261.43 was collected and disbursed—i.e. no money was made by the sponsors, but all debts were satisfied.

During the meeting Paul Schweizer was invited to give the assembly his views for a closer affiliation between the Soaring Association of Canada and his organization, the Soaring Society of America. At present, the personal contacts between the two groups are close. Reciprocal agreements are in operation for entry to sanctioned gliding meets and at present the only large difficulty is in Canadian pilots not being permitted to fly U. S. gliders in the U. S. Previous to the issuance of Dept. of Transport permits, U. S. officials would not accept FAI Certificates as proof of competence; the matter of acceptance by the CAA of Canadian DCT license or permits has yet to be clarified.



Brother Hormisdas accepting the Roden Trophy presented annually to the SAC club operating its equipment with the greatest efficiency. In the background: AVM Ferrier, KAO S/L A. N. Le Cheminant, Mrs. Ferrier, SAC Pres. J. W. Ames.

One of the major points in which Mr. Schweizer was interested was the more active participation of Canadians in the magazine "Soaring"; he suggested that membership in the S.A.C. should be priced so as to include "Soaring" and that the option of subscribing separately, as has been the case for the past two years, be set aside. Considerable discussion took place on this subject until Ron Claudi, Montreal made the motion that the S.A.C. review its annual dues to a subscription of \$5, to include "Soaring", effective at once for new members, and for those already in good standing, to be effective next dues-date. This motion was overwhelmingly acclaimed by members present and is now written into the regulations of the S.A.C.

A Director's meeting of the new executives held the following morning decided on the date for the National Soaring Meet as dawn Sunday, 3 August, '52 to dusk Saturday, 9, August, '52, at St. Eugene, Ont. Consideration was also given for sanctions for a Western Regional Meet, probably in Calgary, and a West Coast Regional Meet, Vancouver. Representatives were named for some zones, as follows: Pacific—Fred Simpson, Manitoba—Dick Noonan, Quebec—Lloyd Laventure.

Committee Chairmen were named as follows: Technical—Bill Curran, Ottawa; Regulations—Barrie Jeffery, Ottawa; Membership—Jack Ames, Toronto; Insurance—Miss Hyacinthe Lambert, Montreal; Constitution & Affiliation—Jack Ames, Toronto; Contest—D. A. Shenstone, Ottawa; President's Fund—A. N. LeCheminant, Ottawa; Finance—Henry Dow, Toronto.

It was further announced that D. A. Shenstone had found it necessary to resign from the editorship of "Free Flight," monthly bulletin of SAC, after the March, 1952 issue and that Jack and Betty Fleming, well known gliding couple from Ottawa had volunteered to take over this task. The publication of "Free Flight" was felt to be a necessary adjunct to Canadian gliding and the withdrawal of it was not contemplated. However, it was considered that it should cover more local news and that larger items should be channeled to "Soaring," through which they would reach all SAC members.

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