

NEWS FROM THE SOARING ASSOCIATION OF CANADA

by MAX MCCONNELL

Two new attractive bulletins are being published by Canadian Clubs, "Cloudburst" by the Cu Nim Gliding Clubs of Calgary, Red Deer and Edmonton; and "Cloudstreet" by the Regina Gliding and Soaring Club. * * * The Cu Nim Gliding Club of Calgary has been investigating soaring conditions in the Pincher Creek area, in the mouth of Crowsnest Pass. They enthusiastically describe it as "Canada's Bishop" with the thermal, hill and wave soaring all available. We'll probably be hearing more about this site later. * * * Earnie Sharratt of the Cu Nim Gliding Club of Red Deer relates how they met a deadline in repairing a damaged 1-19. Their engineer, Karl Weinstein was leaving for eight months so, in the last 26 hours, one member of the club worked 26 hours, another 24, three for 20 and another for 16 hours! * * * Bob Cheston of Regina has purchased a Grunau Baby CF-ZBT from Ralph Wiseman of Rosetown and leased it to the Regina Gliding and Soaring Club. That club now has four air- aircraft including a Cinema 2, Kirby Cadet and a Tiger Moth Towplane. * * * According to reports from Vancouver, the Soaring Club of B. C. has completed repairs on the TG-3A and should now be back on its operational feet. * * * The only news from an Ontario club concerns re-organization of the Waterloo-Wellington Soaring Council. It is now known as the Toronto Gliding Club (Breslau). Equipment includes an LK and a TG-3. Privately owned aircraft operating at Breslau include a 1-23, the Lawrence, an Olympia, and a 1-19. * * * The newly formed Saskatoon Soaring Club is negotiating for a couple of gliders, a 1-19 and a Pratt-Read. If the Saskatoon club completes the purchase it will give Saskatchewan two active gliding organizations for the coming year. * * * The annual meeting of the Soaring Association of Canada was scheduled for the Royal York Hotel in Toronto on March 12, so it was impossible to report on the meeting in

this issue. However a complete report will be carried in the next issue of SOARING. * * * The Gatineau Club of Ottawa reports improved prospects for soaring during the coming year. The club will have a second Grunau Baby and an L.K. operating to bring their fleet to a total of five.

Licenses for New Canadians. Good news for the Canadian Gliding movement was the recent announcement by the Department of Transport that anyone categorized as a "landed immigrant," regardless of country of origin, can now obtain a glider pilot's license.

Under previous regulations an immigrant could not obtain a glider pilot's license until he had resided in Canada for five years and become a Canadian citizen, unless his homeland was a signatory to the International Air Agreement. This had effectively banned many immigrants from Central European countries from participating in the Canadian soaring movement, and the fund of soaring experience possessed by many of these New Canadians was lost to our clubs.

Immigrants who are included in this category should apply to the nearest Department of Transport office stating: full name, passport number and country of origin, landing card number, port of entry, ship and date.

On the Home Front. What is it—this strange creature that seems to have become a part of our lives? Our conversations are punctuated with strange new words; ailerons, Grunau Babies, rudders, cumulus, cloud streets, tow lines and down drafts.

On a lovely summer day I think "What a perfect day for a picnic in the park, or a drive in the country." But no. This invariably brings forth such remarks as: "That lovely cumulus! There'd really be lift under that. I bet you could soar for hours."

Then the phone rings. "Would you tell your husband there is a glider operation today?" (Gad, is that serious, Dr. Jones?)

Many hours later, home comes my

hero, tired, hot and dishevelled from being a wing-man and running after tow-ropes, but strangely elated and happy.

Oh well, I guess I'm really lucky. Instead of the "other woman," all I have to compete with is that piece of wood and fabric — THE GLIDER! (By Mrs. Noreen [wife of Johnny] Junk. Quoted from Regina "Cloudstreet.")

National Soaring Meet. A decision regarding the locale for the 1955 National Soaring Meet was to be made at the S.A.C. annual meeting.

Up until last year the national meet had been held at one place at one time and always in Eastern Canada. Last year something new was tried. The national was held in three sections — eastern, central and western. Whether or not this procedure will be followed this year will be known a few days after this issue rolls off the presses.

The Province of Saskatchewan is celebrating its Golden Jubilee in 1955 and the Regina Gliding and Soaring Club has made a bid for the National to be held at Regina. A number of pilots in Eastern Canada are interested and the only obstacle appeared to be the number of miles between east and west.

Details of the plans for the 1955 National will be carried in the next issue of SOARING.

Red Tape or Lack of Contact. One of the apparent stumbling blocks in the path of the Canadian Soaring fraternity in the past has been the Department of Transport which regulates and controls aviation in this country. However a major step towards improving relations with the D.O.T. was taken when a delegation from the S.A.C. including President John Agnew and Director Bro. Hornisdas met with D.O.T. officials.

The agreement that the S.A.C. should submit a brief to the department outlining the wishes and complaints of the soaring fraternity may ultimately prove to have been the most significant development from the meetings. Glider pilots across Canada have been asked to contribute their ideas to the brief. The other major decisions involved licensing of landed immigrants, and regular meetings in the future between S.A.C. and D.O.T. officials.

There were two general impressions received by the S.A.C. delegates: that the D.O.T. was sympa-

(Continued on Page 17)