

NEWS BRIEFS

FAI TO MEET IN LOS ANGELES

It has been announced that the 1958 FAI General Conference is planned for Los Angeles, California during the latter part of March, 1958. The FAI is the international governing body which controls all sporting aviation. It has a committee for each of the various types of aviation over which it exercises control. The International Committee for Gliding is referred to as C.V.S.M., letters from the French words for the title. The U.S. member of C.V.S.M. is Capt. Ralph S. Barnaby, USN Ret., and our alternate is Lt. Col. Floyd J. Sweet. The agendas for the committee meetings held during the General Conference are made up well beforehand and generally deal with revisions to the applicable sections of the FAI Sporting Code, the rules which govern sporting aviation.

1958 BRITISH TEAM

Pilots chosen to represent Britain at next year's World Championships are, in order of seeding: Commander Nicholas Goodhart, R. N.; Lt. Col. A. J. Deane-Drummond; Mr. Philip Wills; and Commander Anthony Goodhart, R. N.

NEW RECORDS

The FAI Information Circular no. 103 dated August 2, 1957 lists two new World Class records for single-place gliders.

Distance to a Predetermined Point With Return to Point of Departure—518.066 km or 321.926 miles. Pilot: Vladislav Zejda of Czechoslovakia. Glider: a VT100 DEMANT. Place: Vrchlabi to Trencin Hrad. Date: May 30, 1957. This exceeds the record of 310.697 miles (500.020 km) set on September 4, 1955, by Lyle A. Maxey of Downey, California; flying the Jenny Mae from El Mirage Field, Adelanto, Calif., to Independence, Calif.

Feminine record: Speed for 200 Kilometers (at least) Over a Triangular Course—59.930 kmph or 37.241 mph. Pilot: Mad. Wanda Szemplinska of Poland. Glider: a Jaskolka. Course: Leszno to Sroda to Wekp to Sulmierzyce. Date: June 14, 1957. There had been no previous record established in this category.

SEPTEMBER-OCTOBER, 1957

INTERNATIONAL MASS GOAL FLIGHTS

Canadian soaring served notice that they are to be contended with on the international soaring scene when six Canadian entrants in the Canadian National Soaring Contest held this August at Brantford, 40 miles southwest of Toronto, successfully completed goal flights on the same day to Chemung County Airport, Elmira, New York, a distance of approximately 190 miles.

First to arrive was Jack Ames, chief design engineer at AVRO and former SAC President, flying a standard 1-23 (Time 3:50). He was soon followed by Gordon Oates, flying a new Skylark III (Time 4:22).

Airport was made at a time when the Schweizer Aircraft Corp. was on vacation so many of the local soaring enthusiasts were not there to greet them. However, Paul Schweizer was in town and arranged for a bar-b-que chicken supper for them while they awaited their crews.

To prove that it wasn't a freak, two weeks later Eric Best accomplished the same flight and Frank Brame again flew the distance, this time landing at Harris Hill to make it truly a soaring-site-to-soaring-site flight. These flights were all part of the Canadian Nationals which was held in two sections this year, Charlie



The six Canadians who made the Elmira flight are lined up before Frank Brame's 1-23D. Left to right: Charlie Bond, Gordon Oates, Elvie Smith, Jack Ames, Frank Brame and Wolf Mix.

The others to make the flight were Frank Brame flying his 1-23D, Wolf Mix flying the Toronto Club's flat-top LK, Elvie Smith flying an Air 100 and Charlie Bond flying the Toronto Club's 1-26. Albie Pow flying an LK with Jack Leadbeater as passenger reached Wayland, New York, back 25 miles from Elmira, but set a new national distance record of 165 miles doing it.

Flights in the direction of Elmira from Canada have been limited by the need to cross the peninsula where the USA and Canada join at the Niagara River. Lake Erie and Lake Ontario, which surround this strip of land, generally limit thermal conditions and make it difficult to cross this 40 mile strip.

The landing at Chemung County

Yeates flying the 1-23 was the winner of the first section and Gordon Oates in the Skylark was the winner of the second. They had a run-off competition to determine the national champ, which was won by Gordon Oates.

Things are steadily growing on the Canadian soaring scene, Jack Ames recently completing Gold C requirements and Gordie Oates earning his altitude diamond. In addition to the improvement in their quality of flying, there is also a steady growth in the size of the clubs. As a matter of fact, the South Ontario Soaring Association now has a full time paid mechanic and operations man, probably the first on this continent. Soaring in Canada has really come of age and we should hear a lot more from them in the future.