

The club is now flying out of Parks Metropolitan Airport in East St. Louis, Illinois, but the future of this airport is very uncertain due to the financial tax burden on large privately owned airports. Parks is located next to a large industrial area. Our "built-in thermal" is the power plant that supplies the St. Louis area with power. This plant is within gliding distance of the airport. The plant's generators are run by coal-fired boilers and it doesn't take a mechanical engineer to figure out how much energy goes up those six smoke stacks.

The SLSA is the Schweizer representative for this area. This dealership has done much to encourage soaring in this area. The Club has found that people are interested in soaring but, like most Missourians, they have to be shown. Under our dealership agreements, Schweizer sends us all the names of the people in this area who have inquired about soaring or gliders. We in turn contact these people and invite them personally to attend one of our flying sessions. We have reached many people who would have normally been lost in this manner.

The future of SLSA looks very good. By the end of May there should be four sailplanes in the air over St. Louis, with the possibility of a fifth. We have just purchased a 105 h.p. cub for a tow plane. A CAP wing received bids for this tow plane and SLSA was high bidder by \$0.75.

The motto of our club has been, "Safe flying is a contagious disease, so let's start an epidemic," and we think that every club should adopt this policy because a large part of a new glider's pilot education is obtained by watching and listening.

The SLSA Cinema B and their 175 HP PT-19 towplane.

Photo:
Fred B. Friedewald



WETASKIWIN SOARING MEET

by CHRIS B. FALCONAR



Photo: Chris B. Falconar

The Edmonton Soaring Club's BG-6 "Bug Six", orange and white with blue trim.

Ken Collins of the Cu Nim Gliding Club of Red Deer captured top points in the 1st Wetaskiwin Soaring Meet, May 17, 18 and 19th. Sponsored by the Edmonton Soaring Club, the contest was held 40 miles south of Edmonton, Alberta, (Canada's Oil Capital) at the Hemsworth Airfield.

Taking second place prize money was E.S.C.'s president, Ed. Cymbal; third was Bob Mackenzie; fourth, Ken Lewandowski and fifth, Chris Falconar.

Contest tasks were for height, duration and spot landings. Highest altitude attained was Ken Collins' (6000 feet above ground) flight in E.S.C.'s BG-6 with the barograph off! Other heights were in the 3000 to 5500 ft. range. No cross-country trips were attempted as all gliders were club owned. Edmonton Soaring Club supplied a TC-2 and BG-6 while

Red Deer brought their Kirby Cadet and Tiger Moth tow plane.

High winds marred the meet resulting in only a few flights on Saturday. Flying had to be cancelled on Monday, the day a delegation arrived from the Calgary club for a brief visit.

The three sailplanes logged over 12 hours in 28 flights on Sunday. Ed Cymbal and Ken Lewandowski qualified for "C" certificates. Fifteen pilots attended the meet.

John Pomietlarz, Silver C, took students and passengers for soaring flights in the TG-2 which made many excellent thermal climbs.

Thanks are due to the efforts of Calder MacKay of Red Deer, Bob Mackenzie of Edmonton and others, including the wives, for organizing and timekeeping. All in all, Sunday's activity made up for the lack of it on Saturday and Monday.

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