

CANADIAN NEWS

FIRST CHEROKEES FLY

The first of two amateur-built sailplanes constructed by members of the Edmonton Soaring Club flew for the first time on September 7, 1958, at Wetaskiwin, Alberta. Initial test flights by Paul Tingskou were very successful. On the second flight, the new sailplane soared on dry thermals to a mere speck in the sky, staying aloft one hour and 15 minutes.

The builder, Ross Grady of Edmonton, had spent eight months of spare time and \$450.00 to build and equip the Cherokee II sailplane. A second identical ship was built by Ken Lewandowski and James Reid in Grady's garage. It is CF-RAQ and has also been successfully test flown. At the 145 mph maximum flight speed recommended by D.O.T. (Canada's CAA), no objectionable characteristics showed. Glide ratios and penetration seemed excellent, in comparison to other equipment in the area, indicating great cross-country potential.

These Cherokee II's were designed by Stan Hall, a California aeronautical engineer. James Reid writes "We think Stan Hall should get a pat on the back for this contribution to the sport. It's terrific!" They are the first sailplanes in western Canada with "Flight Permits" to be licensed under the government's new Ultra Light Aircraft Category.

—Chris Falconar

INNISFAIL SOARING MEET

A three-day soaring contest was held over the Labor Day weekend at Innisfail, Alberta, 20 miles southwest of Red Deer. It was organized by the Cu Nim Gliding Club of Red Deer, the Cu Nim Soaring Club of Calgary and the Edmonton Soaring

Club. Bob Mackenzie of Cold Lake, flying an L-K, won top honors with a total of 1238 points.

Nine sailplanes, including two 1-26's, two TG-3A's and one each L-K, TG-2, Bergfalke, BG-6 and Fauvel AV-36, and 15 pilots from all over Alberta competed. A different task was set for each day; the first was bomb dropping, the second was cross-country and the third was duration for two hours.

Ross Grady won the bomb dropping task, using an unorthodox technique of spiraling tightly over the target and dropping his flour bag down the wing.

A noisy session of hangar flying occupied Saturday evening. It was highlighted by some intrepid birdman crashing to the floor after the end of a bench gave way, just as someone was discoursing on "spinning in from a thousand feet."

Sunday presented a most marvelous sight, many of the sailplanes all airborne at once, soaring to altitudes of 6,000 feet, then speeding eastward over the vast prairie. Al Foster left first in his 1-26, followed by Mackenzie's L-K, Teague in the second 1-26, Tingskou in the TG-2 and Thudium in the Bergfalke. Others could have gone but were dubious of lift and apprehensive over difficult retrieves. Foster made the outstanding flight of the day, 100 miles to Castor, Alberta. Teague and Tingskou landed at Haynes, while Mackenzie and Thudium put down at Penhold.

Monday's duration task was made very difficult by a high wind and cloud cover. Bill Thudium of Calgary eked out the best time of only 32 minutes in the Bergfalke.

Prizes were given out on Monday afternoon; the Northwest Industries, Ltd., prize to Bob Mackenzie; a mantel clock from Page the Cleaner for second place to Bill Teague from Penhold; and the Western Propellor, Ltd., award for third place to Ross

Grady of Edmonton. Grady, Foster and Thudium also received prizes for the best score each day.

The contest is considered a significant success in the phenomenal progress of soaring in Alberta. The quality of sailplanes, piloting and organization approached national contest standards. Everyone concerned is looking forward to the next contest in Alberta, which is scheduled for May 24th at Wetaskiwin. Results of this contest follow:

Pilot	Ship	Score
1. Mackenzie, Bob	L-K	1238
2. Teague, Bill	1-26	1150
3. Grady, Ross	TG-2	1043
4. Foster, Al	1-26	1000
5. Tingskou, Paul	TG-2	973
6. Pomiethlarz	TG-2	964
7. Thudium, Bill	Bergfalke	957
8. Collins	1-26	897
9. Falconar, Chris	BG-6	887
10. Shortridge	L-K	846
11. Sharret	TG-3A	662
12. Weiss	Bergfalke	423
13. Mackay	TG-3A	343
15. Cowan, Bill	AV-36	175
15. Cymbal, Ed	BG-6	0

—CHRIS FALCONAR

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First Cherokee II to fly in Canada ready for initial test by Paul Tingskou. Built by Ross Grady of Edmonton in eight months for \$450.00.

Photo: Ed Cymbal