

CANADIAN NEWS

WETASKIWIN CONTEST

John Pomietlarz of Edmonton won the three day contest sponsored by the Edmonton Soaring Club at Wetaskiwin, Alberta, on May 16-18. He flew an L-K sailplane to first place on each of the first two days.

Other contestants came from Regina, Moose Jaw, Calgary, Gimli, Red Deer and Edmonton. Twelve sailplanes were registered to be flown by 14 pilots.

Saturday's task was a 45 mile goal and return to Camrose airport. Pomietlarz completed the task in 1:35 with Al Hauf as passenger. Three others finished, including Paul Tingskou of Edmonton and Bill Teague, and another three fell short.

Sunday's task was a 70 mile goal race to Innisfail. Unfortunately, in spite of good lift under cumulo nimbus clouds, the longest flight was only 25 miles by Pomietlarz who landed at Penoka. Ross Grady of Edmonton was near by and Chris Falconar of Edmonton came in third with 20 miles to Menaik.

Monday was declared an open day with points for duration. Bill Teague of Penhold won the day with a flight of 4:35. A number of other flights were from three to four hours in duration. The longest flight was by Ken Lewandowski who soared 70 miles in his Cherokee II to a point near Vegreville. Falconar earned Silver C distance by going 56 miles to Morinville. Highest altitude was 12,800 feet attained by Julian Audette of Regina in his 1-26.

Final standings and scores were:

1. John Pomietlarz	L-K	2000
2. Paul Tingskou		1471
3. Bill Teague		980
4. Chris Falconar		940
5. Ross Grady		885
6. Ken Collins	1-26	852
7. Julian Audette	1-26	440
8. Al Foster	1-26	208

—From CHRIS FALCONAR

VICTORIA DAY MEET

Victoria Day is the day on which Canadians celebrate the Queen's official birthday. It is always on a Monday, this year May 18th, so the Gatineau Gliding Club decided to take advantage of the long weekend and invite the Montreal Soaring Council over for an informal competition weekend at their base of Pendleton, 30 miles east of Ottawa,

The Gatineau entries were an Olympia and a 1-26. The Montreal club brought a Skylark II, a 1-26 and a 1-23D.

Saturday morning brought a strong west wind and the promise of good soaring. An ambitious task was set, a 205 mile goal race to Megantic (due east near the Canadian-Maine-N. H. borders). Everyone got away by 12:27 and results were good. D. Marsden in the Olympia and B. Palfreeman in the Skylark made the goal for a diamond each and Gold C distance while G. Adams in the Montreal 1-26 earned Gold C distance with 195 miles. The Gatineau 1-26 went 172 miles piloted by King. Kurlents went 89 miles in the 1-23D.

Sunday's task was a pilot selected goal with a 25% bonus for completion. Entries were down to three since everyone else was too bushed from Saturday's retrieves to fly. The three, in diamond fever, nominated Megantic again but conditions were poorer and the longest flight was 127 miles by Webb in the 1-23D. Smith made 58 miles in the Gatineau 1-26 and Cairns 54 miles in the Skylark II. Scores for both days were adjusted by a handicap factor, 1.0 for the 1-26's, .96 for the Olympia and .875 for the 1-23D and Skylark II, such that the Montreal 1-23D won with 1410 points, followed closely by the Gatineau 1-26 with 1392. The five sailplanes flew a total of 1105 miles on their eight flights.

A similar meet is planned for next year when an additional eight to ten sailplanes will be available in the area. A perpetual trophy of a Skylark on a pedestal will be held by the Montreal club until that time.

—From T. R. BEASLEY

REGINA CLUB PREPARES TO HOST NATIONALS

The Regina (Sask.) Gliding and Soaring Club is busily preparing to host the 19th Canadian National Soaring Contest from July 1-10. This will be the first time that a complete national meet has been held in Western Canada. With reasonable weather over the surrounding prairie, records should fall. The champion will be the winner of the individual class; however, there will also be a new class for teams with a separate championship.

From Eastern Canada, sailplanes expected to compete include two Skylark III's, a Skylark II, two 1-23's, a Ka-6BR, an L-K, a 1-26 and a Bergfalke II. Alberta should send a Fauvel AV-36, two 1-26's, a TG-2,

an L-K, two Cherokee II's and a BG-12A. Saskatchewan expects to be represented by a 1-26, an L-K, a Fauvel AV-36 and a BG-12A.

The Club Grunau Baby flew 9:45 hours from 19 flights and the Cinema 13:48 hours from 47 flights on the six days of flying that were possible in April and May. Private ships made another 20 to 30 flights. On May 24th, Ken Turner and Doug Muir went to the 10,600 foot cloud-base. A little later that day, Bob Shirley found the base at 11,200 feet in his L-K. Meanwhile, Ed Jones soared the 1-26 60 miles cross-country to Osage. Training is carried out on Sunday mornings from 0830 to thermal time.

A Super Cub has recently been acquired to replace the old Tiger Moth. The Cub is up to 2,000 and down in six to seven minutes.

WAVE FLIGHT

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as at Schenectady, plus the more direct incidence of sunlight on the eastern escarpment of the Helderbergs could cause convectional disturbances extending to the 5000 or 6000 foot level (see the dry adiabats on the temperature chart). The layers above 7000 feet being isothermal are extremely stable as proven by the laminar lenticular clouds and the smooth flying.

The same general condition continued for the remainder of the afternoon, except for more interference by convection from below. Had there been more heating, the interaction between the convectional layer and the rapidly moving upper layer might have been even more striking, and certainly the thermal soaring would have been better. The lenticular clouds could be seen far downwind over Massachusetts until late in the afternoon.

Since this flight was made, a number of interesting wave flights have been made in the Wurtsboro area south of the Catskill mountains. Martin Beck described such a flight in the Nov.-Dec., 1958, issue of SOARING. In mid-January, 1959, two high wave flights were made (13,000 and 14,000 feet) from Steve Bennis' Middletown, N.Y., airport on the lee side of the Wurtsboro ridge. We have known for several years that there are fairly good waves in this part of the country, and now it has been well demonstrated. In the lee of the high Catskills it may be possible to reach over 20,000 feet when conditions are just right.