

CAMERA MAGAZINE'S AERIAL PHOTOGRAPHY ISSUE

Readers of SOARING may be interested in purchasing a copy of the English edition of CAMERA magazine for July, 1959, a special issue devoted to aviation and aerial photography. Although not dealing with soaring or sailplanes, as such, there is much of interest for all who enjoy being airborne. Most of the photos are shots of interesting ground subjects taken from the air with significant explanations and descriptions of techniques. Manhattan Island is covered in some detail.

Copies may be obtained for \$1.00 each from the publisher, C. J. Bucher, Ltd., Lucerno, Switzerland.

ODESSA CAMP

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Two more U.S. Diamond C badges were completed during the Camp: Harland Ross, No. 14, with a 365-mile flight in the R-6 across eastern New Mexico in which he reached 21,800 feet ASL; and Joe Lincoln's 202-mile goal flight westward beyond Sierra Blanca, Texas, to McCoy Airport to complete U.S. Diamond C No. 15. Altogether there were five Diamond C legs, five Gold C legs (one Gold C completed), 21 Silver C legs (9 Silver C's completed) and 5 C badges earned during the Camp.

BRITISH NATIONALS

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and Monday. However the six days flying for League 1, and seven days for League 2, with the same type of task but less ambitious in scope, left everyone satisfied that the Competition had been well flown and the top honors fully deserved.

Stephenson, Nick Goodhart, and Ince held the top three places in the Championship, and Skylark 3s with Olympia 400 series shared the first 11 places in sailplanes used.

The two Cherokee II's from Edmonton. John Pomietlarz flew RAQ and Chris Falconar flew RAR to second place in the individual class.

Photo: Chris Falconar



CANADIAN NATIONALS

by CHRIS FALCONAR

Weather was not quite as good as hoped for at this nevertheless successful meet. But the quality of soaring showed good progress as all of the tasks were very interesting.

Charlie Yeates of Oakville, Ontario, led in all but one task out of the six run off. He flew his own well instrumented Schweizer 1-23. Perhaps the most interesting sailplane of the meet was the new Ka-6B flown by Nichols of Lachine, Quebec, and Leo Smith of Ottawa. Predominant types were Schweizer 1-26s which did well for their pilots. Also doing quite well were two homebuilt Cherokee sailplanes from Edmonton. And no meet is complete without that fascinating flying wing type, the Fauvel AV-36.

To look at the flying, the first day's task was a 100 km (62 miles) triangle race from Regina to Ronleau to Gray and back to Regina. When Yeates landed to find the Ka-6B had beat him by only a few minutes he promptly took off again and on the second try beat the Ka-6B's time by enough margin to win the task. Nobody else completed the course although the two Cherokees were 2nd and 4th having landed short of Regina.

Weather was not favorable for the next two days. On July 4th, the task was a race to Weyburn, Saskatchewan. This was completed by no less than eight of the sailplanes. The best time for the 75 mile flight was 1:02 made by Bob Shirley in his sleek Laister Kauffman sailplane.

A 300 km triangle past Peebles and Weyburn was to be the toughest task of the meet. Yeates and the Ka-6B made it to Weyburn after turning

at Peebles. High cloud had cut off later afternoon thermals making the July 5th task impossible to complete.

The next two days were identical tasks — distance along a course through Minot, N.D. Yeates made Minot (190 miles) on the first day and exceeded it on the second. All others got past Weyburn, most landing between Weyburn and Estevan. High winds caused landing worries. Bob Shirley's Laister Kauffman was withdrawn from the meet when the canopy blew away.

The last contest day was July 10th for which a 100 km triangle to Edenwold and Kronan was the task. High winds made completion of the course impossible for the lower performance sailplanes. The spectacular climax came as Yeates' Schweizer 1-23 and Leo Smith in the Ka-6B came racing over the finish line neck and neck at about 120 mph.

The Government of Saskatchewan played host to the glider pilots by providing a reception and buffet supper attended by the Honorable Russ Brown, Minister of Travel and Information. It was indeed a fine conclusion to a hard fought meet. In all about 250 hours were logged by all pilots during which a total of about 3500 cross-country miles were flown. The average glider logged approximately 300 miles in 20 hours of flying.

An interesting aftermath of the meet was Charlie Yeates' 325 mile goal flight to Carrington, North Dakota, on July 11th, which set the new Canadian goal and distance records.

Canadian Nationals pilots; l. to r. kneeling: Cheston, Smith, Yeates, White, Nichols and Collins; l. to r. standing: Falconar, Thudium, Foster, Pomietlarz, Adams, Grady, Kurlents, Teague and Audette.

