

cross-country from Abbotsford to Hope, about 50 miles, on Easter Sunday. The week before, Ken Minshall had flown as far as Agassiz, 31 miles, the first cross-country of the year.

Last year we bought a 2-22C kit, received on August 31st. It was test-flown on October 12th; which short interval speaks well for Schweizer kits. Since then we have soloed six ab-initio students and nine others are training. Four of those soloed have won their C's. Towing is by an Auster VI bought in 1958, which takes the 2-22 to 2000' in 7 or 8 minutes and has proved very dependable.

Under construction are a Cherokee II by Russ Yard and Lothar Schaub and a Skylark 3b by Ken Minshall (from a kit). Peter van Gruen, Gerhard Class and Vic Shobridge have finished their BG-12A and are waiting for the flight permit. Gord Crofton is rebuilding a Cinema II and designing a high-performance single-seater, but his recent honeymoon interfered with sailplane-building for a while.

The fleet now consists of an L-K 10A, a 1-19 and a Fauvel AV-36 owned by members, and the 2-22C and Auster.

The Council is successor to the Vancouver Soaring Club, the change taking place in 1957.

Total time last year was 172 hours 10 min. in 480 flights, 2½ times as great as in the previous year.

Grande Prairie Aero Club, Grande Prairie, Alberta

The new Gliding Group of the club suffered a severe setback in damage to the Pratt-Read. Ed Kimpe, President, writes that the accident occurred at Wetaskiwin, 350 miles to the southeast, where the P-R had been trailered to attend the Western Canada Spring Meet held by the Edmonton Soaring Club. The rope released on aero-tow on May 23rd, the last day of the meet, and a power line ahead forced instructor Ross Grady to make a turn at low altitude. The starboard wing struck the deck, and this wing and the tail were damaged. Ross and his pupil were not injured. Repairs are under way, for it takes a good deal to discourage a bunch of Peace River wheat farmers.

The P-R and a 1-19 had been bought only a few weeks before from the Cold Lake (Alberta) Soaring Club, who sweetened the deal with the title of Farthest North Gliding Club on the Continent. Cold Lake is about as far northeast of Edmonton as

Grande Prairie is northwest, but the latitude seems to be higher at Grande Prairie somehow.

The club has had the invaluable help of the Edmonton enthusiasts who have provided instruction and other assistance with open-handed generosity. Three students have soloed, one of them having won his Glider Pilot License.

Regina (Saskatchewan) Gliding and Soaring Club

Stan Day and Ken Turner completed a marathon trip to Brantford to pick up a TG-2 which the club had bought from Dave Webb and Ben Price of Montreal, Dave and Ben having trailered the ship to Brantford. Stan and Ken summarize the experience in this way:
Left Regina 6 A.M. Thursday, April 14th.

Drove 1600 miles each way.

Returned Sunday midnight.

Total distance — 3200 miles.

Total elapsed time — 90 hours.

Total hours driven — 78.

Total hours sleep — 6.

Total remarks — Never Again.

They were jolted by the cost of crossing the Mackinac Straits Bridge — \$5.75 each way. Well, high bridge, high toll!

Bob Shirley reviews his Saskatchewan Trophy flights of last year, including that giving him the Canadian multiplace goal record of 95 miles. His passenger in the L-K was Mr. Juurlink. Their goal was Broadview, Sask.

By the way, Bob advises one and all never to leave the canopy open. Seems his got blown away during the Nationals last year, causing him to miss two contest days. Not to speak of having to build a new canopy.

The club is getting an official cap — light yellow, golf style, with the club's crest in dark blue.

The 1960 executives are: Ken Turner, President; Harold Townsend, Vice-pres. and chief ground engineer; Dr. D. McK. Muir, 3032 25th St., Secretary; Steve Wiltshire, Treasurer; Harold Eley, Past President; and Dr. Ed. Jones, J. Audette, Fred Nagel (chief tow pilot), Alex Stewart (Publicity) and Stan Day, Directors.

SOSA, Brantford

Charlie Yeates, national soaring champion, reports that the Southern Ontario Soaring Association flew 165 flights in April at Brantford. For the first time in history, the whole fleet had fresh C of A's by mid-April.

The Canadian National Soaring Contest was held at Brantford from July 19-28. A report on the activity during and results of the contest will appear in a later issue of *Soaring*.

Winnipeg Gliding Club, Winnipeg, Manitoba

Bob Boyle, secretary of the Winnipeggers, reports that the club is suspending operations for the summer but intends to institute a heavy schedule of sailplane construction during the winter in a well-equipped shop they will have available. No new members will be accepted after the end of June, until further notice.

In another newsletter, Bob notes that England is training some 2,000 young glider pilots a year through the Air Training Corps, a volunteer youth organization affiliated with the Royal Air Force. But there doesn't seem to be any prospect of any such thing here in the foreseeable future.



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