

CANADIAN NEWS

Regina (Saskatchewan) Gliding and Soaring Club

The April issue of *Cloud Street*, Regina's newsy and attractive 5-page newsletter, features the recent record heights gained during the Easter weekend. The Canadian absolute altitude and altitude gain records appear to have been broken. The existing records are:

Absolute Altitude, 19,940 feet MSL by Rusty Chapin of the Regina club, flying Bob Cheston's Fauvel AV-36 at Pincher Creek in June, 1957.

Altitude Gain, 17,200 feet by Gordon Oates of the Southern Ontario Soaring Assn., flying a Skylark 3b at Brantford, Ontario, in 1957.

Pilots from various parts of the prairies had gathered for a wave hunt at Pincher Creek, Alberta, base of the Cu Nim Gliding Club of Calgary. In the Regina contingent were Harold Norm and Wilbur Eley with their 1-26; and Doug, Bob, and Julien Audette and Harold Townsend with the Audette-Jones 1-26. Ken Collins and Ross Grady represented the Edmonton Soaring Club with a 1-26 and L-K, respectively. The tug, flown by Julien Audette, Harold Townsend and Ted Jensen, was the DeHavilland Auster just sold by Regina to Bruce Hea, president of the Cu Nims.

The approximate heights (MSL) reached are as follows (Pincher Creek is 3625 feet MSL):

Pilot	Release	Max.	Gain
H. Eley	8,500	22,000	13,500
N. Eley	10,000	18,000	8,000
W. Eley	(Report incomplete)		
J. Audette	6,000	20,500	14,500
H. Townsend	10,000	23,500	13,500
Ken Collins		22,000	
Ross Grady	6,200	24,000	17,800
Ross Grady (2-place)		16,000	
Ralph White		22,000	

The dates of the flights were not all given, but the best flights were made on Easter Sunday. The better the day, the better the deed!

Barograms are still being checked to determine exact heights, but it appears that the new absolute altitude record will be held by Grady, or possibly Townsend, and the gain of altitude by Grady. We await the official verdict with bated breath.

Gold C altitude legs were claimed by Julien Audette, Ken Collins,

Ralph White (of the Cu Nims), Harold Eley and Ross Grady. Ken and Julien's Gold C's are now complete and Julien will be able to sport the Diamond which he had earned before for his goal leg. This is, according to *Cloud Street*, the first diamond won in western Canada. Wilbur Eley gained his Silver C height, Townsend had his Gold height already and Grady presumably made his Diamond gain of altitude.

Gatineau Gliding Club, Ottawa

The Gatineau Gliding Club will hold its annual spring meet at Pendleton (Ontario) airport on May 21, 22 and 23. On the line will be the new Breguet 905 Fauvette just imported from France by Bernie Pal-freeman and Terry Beasley of the Montreal Soaring Council; the Schleicher Ka-6B in which owners Pete Nicholls and Leo Smith of the GGC won the team class in last year's Nationals; two Skylark 3b's owned by GGC groups; Montreal's Skylark 2, 1-23 and 1-26; GGC's EON Olympia and 1-26; and probably some other entries. A "performance week" for cross-country practice will follow.

Last year's meet was a resounding success, with three Gold C distances, two of them reaching a goal, Megantic, Quebec, 205 miles east.

Dave Marsden, who was chief flying instructor and a director, has left us, with his wife Kathy who, by the way, soloed last year. Dave will be attending the University of Toronto to further his aeronautical studies. Pete Nicholls has been elected to fill out his term as director, while Stan Rys becomes CFI. Stan, a former Nationals winner, is chairman of the SAC Contest Committee.

We hope to be flying a second Pratt-Read this summer, work having progressed well during the winter on the one we bent a few years ago. Construction of a second Tiger Moth tug also continues.

The club 1-26 was displayed at the Central Canada Sportsmen's Show in Ottawa from April 15 to 23, and attracted a great deal of attention. Several of those who expressed interest turned up at Pendleton later, and pitched in with the pre-season work. Looks like the display was well worth the considerable effort that went into it. Jim Butler and Fin Payne probably did the most, with Jim working right through one night to complete the explanatory posters.

Flying has been delayed a little by engine work on the Moth, but we expect to be operating on May 7th, a bit later than usual.

Southern Ontario Soaring Association

Review of last year's operations has shown the sad fact that Elmira has regained the distinction of the "Soaring Capital of America" from Brantford, Ont., after we had so triumphantly wrestled that Crown (at least so far as flying activity was concerned) from our southern neighbors in 1958. Hereby our sincere congratulations! Hope the needling we gave you a year ago has contributed to your success. However, with 13 sailplanes, 3 towplanes and a full-time mechanic on duty we will be a strong contender again this year.

Incidentally, private owners or clubs are most welcome to fly with us on weekends or on the various flying weeks we are planning during the summer. There will also be some instruction in waterskiing on the side we are told.

The club's Annual General Meeting was held on February 27th, at the Brant Hotel in Brantford. The meeting culminated in the election of the new 1960 Directorate, as follows: Charley Yeates, President; John Shants, V.P. and Secretary; John Kelley, Treasurer; Dick Ballinger, CFI; Wolf Mix, Chief Towpilot; Peter van Dyken, Maintenance officer; and Eric Best, Public Relations Officer. Cocktails, dinner and dance concluded this first gathering of club members in 1960.

Plans for the 1960 season include a bid for the 1960 contest to be held at Brantford, Ont. Incidentally, this contest is not exclusively Canadian; anyone who meets the minimum requirements and has a valid glider pilot's license from the country of his nationality can enter and win the Shell Trophy. We are looking forward to a substantial participation from down south!

ERIC BEST

NEWS FROM SASKATOON

A great deal of interest in gliding has arisen in Saskatoon, Saskatchewan. A group of fellows there are trying to form a club. If they can purchase a suitable two-place trainer, they will be organized and soaring this year. Airtowing facilities are available. There is also a winch, but no cable. Can anyone help??? Contact George Redzich, 1506 Jackson Av., Saskatoon, Sask.