

CANADIAN NEWS

CANADIAN NATIONALS

The Gold C distance to Elmira is getting to be just a milk run for the Southern Ontario Soaring Association at Brantford where the Canadian Nationals will be held July 19th to 28th. Several pilots have reached Elmira in the last two or three years.

Pilots wishing to enter the Nationals may obtain details by writing SOSA at Box 172, Brantford, Ont.

The contest will be sanctioned by the Soaring Association of Canada, governing body for sporting soaring in Canada.

SAC ANNUAL GENERAL MEETING

SAC's AGM was held on March 26th in Kingston, Ontario.

The meeting decided that all SAC members will now receive *Soaring* magazine by special arrangement with SSA; while the SAC journal, *Free Flight*, will now appear in the form of occasional bulletins to members.

Elected to the board of directors were: A. N. "Chem" LeCheminant (Ottawa), president; Charlie Yeates (SOSA), vice-president; and Julien Audette (Regina), Terry Beasley (Montreal), and Wolf Mix (SOSA).

Veep Yeates received the British Aviation Insurance Co. Trophy for best flight of 1959, 324 miles from Regina, Saskatchewan, to his goal, Carrington, North Dakota, in the I-23 owned by him and Gordon Oates. This flight set a new Canadian distance record. Charlie was also awarded his trophy for winning the 1959 Nationals. DAVE KING

SAC REPORT FOR 1959

From the Annual Report of the Soaring Association of Canada to The Royal Canadian Flying Clubs Association for 1959:

1. Membership: Total membership, reflecting the change to an Association of Clubs, climbed to a recorded all time high of nearly 400. There would be every reason to expect a slower but steady increase for a number of years to come.

2. Club Membership: The number of clubs dropped by two leaving an active group of 15. This number may decrease by one or two but should become stable in time with total of about twenty.



Photo: Chris B. Falconar

The Edmonton Soaring Club's Schweizer TG-2 at Wetaskiwin, Alberta. Note the raised rear cockpit canopy for much improved instructor visibility.

3. Sailplanes and Gliders: The number of sailplanes that have been registered to date is 110, the active number of which remains as last year at 86. Two new sailplanes were imported, one completed construction from kit parts. Two were destroyed.

4. Licences: D.O.T. licenced Private Glider Pilots totaled 358, an increase of 16% during the year.

5. F.A.I. Awards: F.A.I. badges, awarded by the S.A.C. through arrangements with the R.C.F.C.A., again reflect increased activity throughout the country, particularly in performance flying; 35 C badges and certificates, 12 Silver C badges, 2 Gold C badges, 2 Gold C legs and one Diamond were issued.

GRANDE PRAIRIE AERO CLUB FORMS GLIDING SECTION

The bustling little city of the Peace River Country, Grande Prairie, Alberta, has formed a gliding section of their Aero Club.

A group of members plan purchasing a two-place training sailplane to start operations this spring. Already members own two eligible tow planes — a Tiger Moth owned by Ed Kimpe, president, and a Su-

per Cub owned by Dan Melvin.

Several members took instruction at the Edmonton Soaring Club's base at Wetaskiwin, 350 miles southeast. Chris Falconar showed slides and movies and gave a short talk before the first meeting of the section.

CHRIS FALCONAR

EDMONTON NEWS

Greetings from the frozen north, where we have been enjoying (?) sub-zero temperatures during February. However, the weather has not dampened our interest and activity, even though flying has been impossible.

Two of our members who are in the fiberglass business have designed and are constructing a fiberglass sailplane. It has a span of forty-seven feet and is expected to have a 32 to 1 glide ratio. Completion date is set for early summer.

There is another Cherokee II which is just about ready for fabric, (it will be the third in our Club).

Other construction includes conversion of our BG-6 to a BG-7, completion of rebuilding two TG-1's, and of course the usual patching, painting, doping, etc., necessary to keep everything airworthy.

JIM REID

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