

CANADIAN NEWS

Edited by DAVE KING

Edmonton (Alberta) Soaring Club

The April Newsletter from Edmonton notes that the ESC has again won the Roden Trophy, awarded annually to the club which flies the most hours per member and sailplane. The reason for this is plain to see in the next item, which is to the effect that "flying will start shortly after 6:00 A.M." The club flies at Hemsforth Airport, Wetaskiwin, 40 miles south of town. Three gliders are now on the field.

Instructors John Pomietlarz, Ed Cymbal, Ross Grady and Paul Tingskou taught ground school during February, and ten of their students have since passed the Department of Transport exams.

At a social evening on March 11th, Chris Falconar received an Honorary Life Membership in recognition of his outstanding service to the club over the years.

The use of a Link trainer has been arranged.

Ed Cymbal, president for 1958 and 1959, is leaving for Winnipeg. Edmonton's loss will no doubt be the Winnipeg Gliding Club's gain.

The big news from Edmonton is, of course, the record-breaking flights by Ross Grady and Bill Harry. Ross has written an article giving all the details which will be published separately.

Paul Tingskou, secretary, gives a thumbnail history of the club. They started in 1957 with only three glider

pilots and a small group of fellows who knew of the sport by hearsay only. Times were tough for a while, but now the club has more than fifteen licensed glider pilots, several with considerable experience.

The club has a TG-2, a 1-19 (co-owned with the Namao Gliding Club), and a Tiger Moth tug. Members own another Tiger and four sailplanes: two Cherokee II's, a Fauvel AV-36 and the record-breaking L-K 10A.

The six sailplanes now in use are sardined, fully rigged, into a hangar bay just 42 by 45 feet, at Hemsforth Field, Wetaskiwin, 40 miles south of Edmonton.

The Western Spring Meet, May 21—23, was dogged by bad weather and bad luck. However, three good cross-countries were made on the last day, Paul Tingskou of ESC winning the meet with a 98-mile hop to Vilna from Wetaskiwin, ESC's field. Paul was flying his Cherokee II, CF-RAR. Ross Grady and Bill Harry of ESC made an 80-mile flight in their L-K, with Julien Audette of Regina a close third in his 1-26, reaching Kinsella, 76 miles distant. Eight sailplanes were present for the meet.

The retrieving crews had a tough time. Tingskou and his crew, Fred Nagle and Ed Monday, showed up at 6 a.m. Tuesday. Florence Grady made the trip alone to retrieve her husband; Jack Neal of the ESC News is afraid the age of chivalry is dead.

Competitors not already mentioned were Ken Collins of Red Deer in his 1-26, Robert Kamlade of Grande Prairie with their Pratt-Read, and Ken Lewandowski, Roy Olson, Jim Reid and John Pomietlarz of the home club.

Monday saw some good non-con-

test flying as well, with Frank Schlaaben making his Silver C climb in Cherokee II RAQ and Hugo Peters soaring the club's 1-19 to 8000 feet.

The accident to Grande Prairie's P-R, due to accidental release after take-off, marred the first day of the meet, and on the same day Bill Granley had an engine failure on Tiger Moth CF-COG, which he landed without damage at Stan Reynolds' airport. The next day, the club's own Moth, CLH, was forced by a crosswind to the side of the one-runway strip, during a tow take-off, and the pilot had to head into rough ground to avoid parked cars. The ship nosed over, suffering some damage. (No one was injured in any of these mishaps.) On Monday, the towing was taken over by Rusty Chapin of the Calgary Cu Nim club, with his Super Cub.

During the following week, the engine of the damaged CLH was transferred to COG, no small job. The next weekend justified the effort. Ross Grady added to his season's laurels on the 28th with a 213-mile goal flight to North Battleford, Saskatchewan, in his L-K, arriving at 10,000 feet MSL. The flight completed his Gold C and Diamond goal leg. On the same day, Roy Olson made his Silver C height and distance legs in a Fauvel AV-36.

The Edmonton delegation to the Nationals will include the Gradys, Bob and Merle Hamly, Paul Tingskou and Pete Peterson. Paul will fly his and Pete's home-designed all-plastic Viking, with Fred Nagel and Pete crewing. Perhaps Paul can add a Nationals crown to his 1952 Canadian Championship.

On the basement front, the Viking is about to fly, as is a new Cherokee II just being given the color coat by its builders, Luis Luttje, Les Czarik and Ivan Horwath, who have done a fine, painstaking job — not a nail or staple used! Five other sailplanes are in various stages of building or rebuilding in various members' basements.

The club reports a new brainwave — a trailer is being used as a field office, and is found to be well worth the \$75 outlay.

Glider Council of British Columbia, Vancouver, BC.

The Glider Council of BC reports 304 flights this year up to the end of April, totalling 96 hrs, 49 min. Frank Woodward, formerly of SOSA at Brantford, and now at Seattle, came up with his 1-26 and made a

The Schweizer 1-20 of the Cu Nim Gliding Club, of Calgary, Alberta, at Innisfail for test flights after conversion from a 1-19.

Photo: Chris B. Falconar

