

# CANADIAN NEWS

Edited by DAVE KING

Items for this page should reach Dave King, 220 Iona St., Ottawa 3, by the 5th for the next month's *Soaring*. Photographs are welcome, but can't be returned. Copy should be about as you want it to read. Newsletters are welcome but we don't always have time to revamp them into items suitable for *Soaring*. "Letters to the editor" are invited.

## 335 Miles to Goal

By CHARLES YEATES

(The author describes the flight by which he exceeded his own 324-mile Canadian goal and distance records. The new records are subject to confirmation.)

Thursday, June 15th, was the best soaring day encountered for some years, I believe. The pattern of highs and lows was similar to that of May 29th when I flew 250 miles to Defiance, Ohio, but the sweep of polar air was more pronounced and more unstable. This enabled us to make a goal flight from Brantford, Ontario, to Marion, Indiana, 335 miles straight line, using a Schweizer 1-23H-15.

Take-off was at 10:40 A.M., but could probably have been made at 10:00 since the first puffs of Cu were seen at 9:30. Nevertheless, the flight was made in eight hours' time, without serious difficulty, while lying between 2000' and 3000' above ground. Wind speed was 15 to 18 mph at cloud base. Lift was 300 to 500 fpm.

The Detroit River was crossed at Amherstburg, using Grosse Ile Air Station as a safety factor. It was necessary to fiddle through this area because of lake effect, but once eight miles inland on the Michigan side the whole sky rose once more.

Prudence made it necessary to leave a thermal temporarily just west of Monroe, Mich., to let a DC-7B go by. It was climbing out of Willow Run for Cleveland. Both of us were climbing at about the same rate and it looked as if he would pass by no more than a quarter of a mile away. This turned out to be a correct estimate.

Toughest part of the flight was trying to decide whether the goal should be bypassed. The decision was made while at 4000' six miles past the goal airport while on top of a dry thermal. Hardy Nelles was glad the flight ended at Marion. He drove steadily for eleven hours, the road distance

being 412 miles. We took turns sleeping in the back of the station wagon during the return trip, which was completed at 10:15 A.M. Friday.

Somebody should have flown over 400 miles that day.

## The Cu Nim Gliding Club An SAC Member Club

The Cu Nim Gliding Club of Calgary has been carrying on a partial operation at Pincher Creek and also has been trying out an "exploratory" type of operation at the old abandoned R.C.A.F. air field at De Winton, this spring and summer. The farmer who now owns the property at De Winton, having been well "had" by automobile and motorcycle types in the past, was very reluctant to allow anyone on the field. This situation called for the "nth" degree of diplomacy on the part of the Cu Nim executive to convince the owner that club operations would not "leave his farm in ruins."

Having obtained permission for a try-out, we have been launching our Schweizer 1-20 from this site with Hans Urbas' winch. On one occasion Rene Bosshart went on a 70 mile cross-country from a 700 foot launch.

The impressions generated must have been favorable for we now have permission to build a hanger at the edge of the field. A good start has been made on this project and we should be able to submit a progress report on this shortly.

Bill Thudium has now flown off the probationary 25 hours on his BG-12A and has applied for relaxation of his flight permit which will lift the 25 mile radius limit. He now has his sights set on a Gold cross-country.

It is with deep regret that we announce the passing of a long member and friend, Bill Cowan, on the 20th of June. Bill learned to glide with the Cu Nims in the mid '50s and at one time owned and flew a Fauvel AV-36. Having been plagued with ill health, he hadn't flown for the last four years. However, he had always taken an active part in the club and was Treasurer at the time of his passing. He will be sadly missed by his friends in soaring.

## Edmonton Soaring Club An SAC Member Club

The Edmonton Soaring Club is chasing thermals from a new home base about sixteen miles west of Edmonton's city limits, or more precisely, three miles west of Spruce Grove and one half mile north of Highway 16. Hard working members have cleared the south approach of the 2,500 ft.

grass airstrip and are now erecting a hanger.

Shortly after the opening of the new field, a gleaming cream and red BG-7, owned by Jim Greer and Pete Peterson, made its initial flight. This nicely finished glider was originally a used BG-6 which Jim and Pete rebuilt and modified with the additional refinements of a fiberglass nose and a blown canopy. Besides building the BG-7, Pete also worked extensively on the prototype fiberglass Viking and is now helping Paul Tingskou turn out the production Viking. In fact, he's so busy building gliders that he hasn't completed his flight training yet. But in the meantime the club's instructors are enjoying the shake-down flights on the BG-7.

The Aero Club Harmonie (of which Willi Deleurant is CFI) stole away our Roden Trophy, which goes to the club making most efficient use of its equipment and facilities. Congratulations, ACH! To the ESC — wot the H...? In fact, not one trophy came west this year, so let's get the lead out in the coming year.

Paul Tingskou has just returned from Denmark and Germany from a successful business and pleasure trip. He first visited the Bolkow Aircraft Co., builders of the Phoenix. There is a possibility of construction of this famous type in Edmonton.

## Saskatoon Soaring Club An SAC Member Club

### Contest

In the rush to get everything ready for the coming season, we overlooked completely the one item vital to the success of any soaring operation. This item has been variously described as a head, a necessary, a biffy, a john, a jakes, a comfort station — in short, gentlemen, we forgot about the privy.

To rectify this error we are holding a "Design the Privy" contest. Rules are simple:

1. Two-holed, partitioned model, to carry out our segregation of the sexes policy.
2. Contest open to any SAC member anywhere.
3. Entries to be accompanied by 50c entry fee and scale drawings.
4. Cost of materials not to exceed \$40.
5. Entries to be clearly marked "Design the Privy Contest," c/o Ray Listwin, 38 Harrison Crescent, Saskatoon, Saskatchewan.

An appropriate prize will be awarded. Depending on the success of this contest, others may be held — Build the Privy Contest — Decorate the Privy Contest — Christen the Privy Contest — Test the Privy Contest — and Clean the Privy Contest.

## Southern Ontario Soaring Club An SAC Member Club

### Invitation

The Aero Club Harmonie has invited our members to attend their meetings, which often take the form of lectures, films, etc., given by experts in various fields of aeronautics. Greater cooperation between the two clubs is anticipated.

### Safety

A bulletin, "Safe Flying Practices," has been issued to all members, as well as instructions to tow pilots.

Dr. Ed Jones of the Regina Gliding & Soaring Club approaches the Club's Schweizer 1-26 for a flight with parachute donned as Julien Audette opens canopy.

Photo by Chris Falconar

