

Scheibe Representative For Western Canada Named

Scheibe Flugzeugbau of Dachau, Germany, has announced that Trans-Atlantic Import Co., Ltd., has been appointed exclusive representatives for Scheibe Sailplanes for Western Canada.

Trans-Atlantic Import Co., Ltd., is operated in Saskatoon, Sask., by Mr. Josef Kiefer and its branch office in Wetaskiwin, Alberta, by Mr. Werner Heilman.

In appointing qualified representatives in Western Canada and the U.S., Scheibe expects to eliminate difficulties and misunderstandings in importing its sailplanes from Germany. The Western Canadian representatives are handling mainly the Bergfalke II/55, which is a two-place, medium-performance soaring trainer.

KIMBERLEY CAMP

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for a further world gain of height record claim.

Denis had achieved his diamond height with a cloud flight the previous day and his three diamond badge was thus also completed. His is the 5th British badge completed—Anne being the 4th.

In South Africa we have our National Championships one year and a performance camp the next year. We have always found the performance camps exciting and well worth while. It is here that new records are set up and tasks for Silver, Gold C and diamonds successfully flown. Competition is also very keen, each pilot trying to exceed the records set up by the others. It would be wonderful if this could be done on a wider scale by choosing the best time, place and weather and bringing all the very best sailplanes and pilots of the world together for a real test of performance and achievement. Providing the weather behaves, it could be more worth while and exciting than a World Championship meeting and at least it would be less cumbersome to organize on a small scale and could fit in very well if the World championships are to be held only once every three years.

GOLD C DISTANCE

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rival, I wanted to be certain of my heading. I started my long glide at about 56 miles an hour and crossed Baltimore Harbor Airport at 4,000

feet and Friendship at 3,000 feet. At this time I saw the evening thermals beginning but I felt no need to circle and climb again. I arrived at Fort Mead at 2,000 feet.

As I circled over the Fort and several astounded motorists, I felt like the U-2. Lacking a radio, I could not make contact with the airport and wondered what kind of a reception I would get. I taxied off the runway on to the hard stand, appropriately called the VIP ramp.

Now the fun would begin, I figured, but no one came out to question my landing and a sentinel on duty did a smart about face and started pacing away from me. I turned off the barograph and climbed out. Unattended, I walked into the operations building and announced my presence to the officer of the day. He was very pleasant and helped me push the glider to the visitors' tie down area. And that was that.

I called my wife, then Steve Benis at Middletown airport, and soon boarded the going home train. At last I was eligible to fly in the Nationals. As I sat in the train with my maps and barograph in my lap, someone asked me if I was a geologist. I wanted to answer "No, I'm just a thinking man's filter."

TAFT CONTEST

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across the starting line shadowed closely by the relentless ex-Englishman in the white Ka-6. Unknown to Graham Thomson, Paul returned later for a new start at 1:30 with the idea of catching up to Graham and at least staying with him to assure a 15 minute better time. At 2:59 the gleaming wing of the Prue Standard flashed around the turn at Taft and was soon disappearing to the southwest for the last fast lap. Soon after, the white Ka-6 followed in hot pursuit. Although Graham nearly caught up to Paul at the last turn-

point, he landed one minute after Paul at 4:31 to find that he was actually 16 minutes slower for the course.

Four ships completed the course with Paul Bikle's fast time of 40.7 m.p.h. setting a meet record. Merchandise prizes donated by the Taft Chamber of Commerce were awarded to the first two places in the day's event.

TUESDAY, JULY 4th

From all appearances this last day looked like it would have the best weather of the four day contest. Cumulus started to form early over the hills to the west of Taft and little wind was forecast for the day. A goal and return flight to Porterville, 65 miles to the northeast had been promised as one day's task and this looked like the best day to try for it. Porterville was not expected to be an easy flight since soaring conditions are often noted to be marginal in the valley around Bakersfield which lay nearly on course. It was expected that some pilots would elect to skirt the valley and reach Porterville by way of the hilly country to the east where the soaring should have been good. This would have, however, made the course very long with little chance of making the return trip, thus everyone elected to try a straight dash across the valley. Graham Thomson got as far as Delano Kern County Airport 45 miles along course. Paul Bikle landed near Shafter 21 miles on course and returned in time for a second launch, but he did not make a second attempt when he learned that Graham was down and no one had gone the required 50 miles to make it a contest day.

The contest ended with the awarding of trophies to Graham Thomson and Paul Bikle at the home of Bill and Dorothy Black, hosts for the contest, representing the Taft Chamber of Commerce.

TABLE OF SCORES

PILOT	SHIP	JULY 1	JULY 2	JULY 3	TOTAL
1. Thompson	Ka-6CR	1000	1000	925	2925
2. Bikle	Prue Std.	906	876	1000	2782
3. Lambie	BG-12A	0	466	865	1331
4. Meckoll	L-K	295	78	757	1130
5. Proenneke	Cherokee II	387	537	65	982
6. Starr	1-23D	538	0	0	538
7. Saufnauer	1-23	0	0	441	441
8. Smith	Bowlus	42	81	111	234
9. Kibler	Cherokee	160	0	0	160
10. Ryan	1-26	160	0	0	160
11. Eggleston	P-R	110	0	38	148
12. Seaton	1-26	97	50	0	147
13. Gaede	1-23	110	0	0	110