

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.

New Soaring Clubs

Two new clubs are forming. One near Windsor, Ontario, will operate from Cotnam Aerodrome, where they have a hanger and towplane. A Cherokee II is under construction and they hope to purchase a 2-22C shortly. Their spark plug is Timo Siimes of 399 Jarvis St., Riverside, Ontario.

A second group made up of Finnish-born pilots hopes to start operation on a farm north of Toronto, Ontario. Winch launching is planned and they are searching for a suitable two-place sailplane.

The Southern Ontario Soaring Association, Brantford, has already agreed to help check out instructors, tow plane, etc.

C. M. YEATES

Gatineau Gliding Club Box 883, Ottawa 4, Ontario An SAC Member Club

With the season drawing to a close, we can look back on one of the most critical of the club's 20-years. We succeeded in buying Pendleton Airport, not to speak of a "new" tow plane and a second 1-26. We have broken the club records for number of flights (1400) and number of members in good standing (86). Six ab-initio students have soloed, as well as two converting from power. There have been no accidents except minor damage in two incidents. This record of safety may be attributed to the guiding hand of Chief Flying Instructor Shorty Boudreault, who has been with the club nearly from its inception. He has been ably assisted by Deputy CFI Chris Thompson, who has revised the club Instructors' Manual and has held frequent instructors' meetings to keep up the standard of instruction. This manual, by the way, is available at a price of \$1.



Lou McPhillips in the Winnipeg Gliding Club's first glider, "The Robin."

Montreal Soaring Council Box 1082, St. Laurent, Montreal 9, Canada An SAC Member Club

During the past eighteen months the Montreal Soaring Council has enjoyed unprecedented growth. Our success story began with our decision to build a hanger. After years of having the majority of our equipment exposed to the elements and suffering acts of vandalism it was finally agreed that a hanger was essential. With a mighty surge of effort on the part of our members (and a blessed act of faith on the part of the bank) our 60' x 80' metal hanger was completed by the fall of 1960.

The girls in our Council have expended their energies unstintingly to improve the after-flying social life with the result that weekends at Hawkesbury, our soaring site, are now enjoyed more by all members and their families. This profitable social aspect together with better flying conditions has helped boost our membership past the 100 mark.

Our project for 1961 has been the installation of plumbing facilities at our clubhouse. This has been a major endeavour, due to the fact that we didn't have running water. We had to start from scratch, digging our well, then building an annex to house the facilities. It is estimated that this project, which has cost us close to \$1000 and many man-hours of hard labour by our members, will be completed in the early spring.

The Montreal Soaring Council controls soaring activities of two tow planes and five sailplanes, all owned by the clubs governed by the Council, and six privately-owned sailplanes. Our future plans include a Super Cub for towing and a high-performance two-seater. It is also anticipated that additional sailplanes will be purchased by private groups.

We have sent representatives to various soaring meets in Canada and the United States and look forward to the time when we will be in a position to hold a soaring meet at Hawkesbury and host pilots from eastern Canada and the United States.

L. GORDON HICKS

Southern Ontario Soaring Assn., Box 172, Brantford An SAC Member Club

What a season! Virtual destruction of our Waco towplane in a taxiing accident in July created a real crisis. We soon found that the two Tiger Moths, our remaining towplanes, could not handle all

the club operations and a National Contest too. However, generous loans by club members, sale of the Waco remains, and a friendly bank manager enabled us to purchase a recent model PA-18. After two months of operation, the new ship is well liked and has proven economical. Over 400 launches have been made in this time.

Bob Good, Martin Jurgeit and Don MacClement all completed their Silver C's while flying on days other than Saturday and Sunday; showing that the promotion of week-day flying this year has paid off. Bob Templehagen and David MacClement (following in his father's footsteps) completed C flights with hour-long jaunts in the 1-19. Unfortunately, the delights of open-cockpit flying will not be available to other club members until next spring, as a result of a recent landing accident.

Gord Oates blew the cobwebs off his Skylark 3 and took it out for an airing once this summer. He declared a 380-mile goal flight in a fifth attempt on the distance diamond. Again the last necessary thermal was missing. He landed near Newfoundland, Pennsylvania, in the middle of the Pocono Mountains southeast of Scranton. No doubt Philip Wills would sympathize with Gord.

Soaring on rainy days is now guaranteed by SOSA and has become very popular lately. The glide-path indicator in the Brant-Norfolk Aero Club's Link Trainer has been fitted up so that it can be operated manually as a variometer. A pilot is popped into the Link and a thermal is drawn in front of the "Crab." This thermal is graduated in concentric bands indicating lift increasing toward the center. The operator jacks up the variometer as the "lift" gets stronger. The whole thing works remarkably well and when a pilot gets a bit too cocky about his prowess, we give him sausage-shaped thermals, or even two thermals very close together, to struggle with. In actual fact it is quite a revelation to watch techniques used by our best pilots to cope with difficult situations, and one soon realizes why they are so good. Such simulated soaring is practiced with the hood open or IFR. We expect a whole winter of soaring this way. What a wonderful thought for this corner of the globe!

C. M. YEATES

Winnipeg Gliding Club Winnipeg, Manitoba An SAC Member Club

Just a short note to inform SAC members and other *Soaring* readers that a nucleus of gliding and soaring enthusiasts are still working tirelessly for the progress of soaring in Winnipeg.

The club became airborne in 1959 and was the first gliding club incorporated in Manitoba. The first glider was a Robin, bought from the Gimli Club for \$250. This being a single-place ship, it was sold the following year with the idea of acquiring a two-place sailplane for dual training.

Under the able direction of Ed Cymbal, this year's president, the Winnipeg Gliding Club is moving ahead towards its goal of purchasing a two-seater. Lately, well-attended glider club meetings have been held at the Winnipeg Flying Club, where informative soaring films are shown. Raffle tickets are being sold towards the furtherance of the cause. We hope to be flying the two-seater over our fair city next summer.

LOUI MCPhillips, Vice-President

SOARING