

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.

Instructor's School

The Soaring Association of Canada sponsored a glider instructors' school May 30th to June 3rd. The school, organized by John Agnew of the Montreal Soaring Council, was held in conjunction with the annual Instructors' Course held at Brantford, Ontario, by the Department of Transport. Gliding instructors attending enjoyed the hospitality of the Southern Ontario Soaring Association, who share the municipal airport with the Brant-Norfolk Aero Club.

The objectives were:

1. To review and improve instructor qualifications and techniques.
2. To develop a recognized basis for training new instructors.
3. To establish a nucleus of senior gliding instructors, recognized by the Department of Transport.

Those who participated found the effort and personal expense fully worthwhile. Gliding and DOT types gained a greater mutual appreciation of their problems and abilities. DOT people recognized and tried to help solve gliding instruction problems. The large group of power instructors present saw and talked about soaring. The weatherman often used sailplane-flying terms during his daily course lectures.

It was suggested that requirements for renewal of gliding instructor licenses should be drawn up, and that a Senior Instructor grade be established in addition to the present Instructor rating. The SAC may reintroduce Instructor's Certificates to aid the DOT in gauging an instructor's ability.

An instructor's guide similar to the DOT power publication will eventually appear for our use. It is hoped that the school will be held annually in the future, and in the west as well as at Brantford.

CHARLES YEATES

A nicely finished Pratt-Read sailplane being flown by Flt. Lt. Bob Cockburn over the RCAF Station at Cold Lake, Alta.



Photo by K. G. Coleman

SAC in OSTIV

The SAC has applied for membership in OSTIV, l'Organisation Scientifique et Technique du Vol a Voile. We look forward to a long and fruitful association. Our application with the \$50 fee was forwarded May 24th to OSTIV president L. A. deLange of the Netherlands.

Buckingham (Que.)

Gliding Club

An SAC Member Club

The season's start has been delayed by tow plane trouble in spite of an overhaul last fall. However, the difficulty should soon be overcome.

Ray Bastien is expecting delivery of a new Ka-6 from Germany any day now. Colours: White with international orange, and green trim. Visibility should be no problem!

Harry Milks and Joe Collins expect soon to fly one of the two Jodels they are building.

R. BASTIEN

Canadair Gliding Club

The CGC is affiliated with the Montreal Soaring Council and operates with them at Hawkesbury. We are an association of employees of Canadair Limited. Attention is called to the fact that Canadair do not make the DHC-4 Caribou as reported on this page in the April issue.

TERRY BEASLEY

Gatineau Gliding Club, Ottawa

An SAC Member Club

Ed Laenen, Gene Lauzon and Shorty Boudreault finally decided that the best soaring weather comes in mid-week. So they wangled a day off and went gliding on Tuesday, May 30th. Gene and Ed both were after their five hours. Gene was up over four hours and Ed made the duration, with 5:16 after release. Both were flying 1-26's. Ed also made his Silver C gain, with a climb from 800 feet above ground to 8100 feet — an unusually high cloud base for this region.

The club will train two boys to license stage this season, at club expense. The young students, Barry Grace and Morley Roberts, were selected by the City View Kiwanis Club at our request.

Our Pratt-Read was damaged May 10th by the rope dangling from the tow plane, which was landing. The rope was blown across the tail of the P-R by a gust. The gliders are now kept well away from the

tug's final approach path until the plane has passed by. A little extra effort is involved but no time is wasted. Besides the damage that can be caused, the ground crew could easily be hurt badly. The P-R was repaired in a few days but the cost of materials and loss of revenue amounted to around \$150.

Glider Council of B.C. An SAC Member Club

British Columbia glider men have commenced operations from their new field at Pitt Meadows about 28 miles North-east of Vancouver.

The switch from the former headquarters at Abbotsford airport has been made all the more successful by the club members' erection of a spacious hangar.

This weekend project was undertaken by work parties of the Glider Council of British Columbia in the early spring. Finishing touches are now being applied to the building, which is a fir plywood rigid frame structure of approximately 3,500 sq. ft.

The Council also has plans for a separate clubhouse building, leaving the hangar as a shell for the storage of seven gliders and one tow plane.

The meadowland in which the new field is located is in the foothills of Garibaldi Provincial Park where peaks rise to 6,700 feet above the field.

Launching at present is being carried out with a winch. When the full strip has been leveled this operation will be executed by aircraft tow as well.

With much heavy machine work to be done to improve the ground surface for flying, the club members are looking forward to a busy summer.

Lakewood Gliding Club Box 61, Fort William, Ont.

Members of the Club are looking forward to the third week in May when our new 2-22, CF-ZDR, will arrive (we hope) resplendent in its white and orange colour scheme, ready for Vince Plesch to give it its initial work-out.

Work has already started on getting our field into shape for the coming season and we hope to have it finished by the end of May. Plans include picnic benches for the members' families, laid-out parking space and yet more rock clearing. We also hope to add a small T hangar on to the existing barn to house the 2-22.

The tow car is being fitted with a re-conditioned block and clutch. Herb Thrun and his boys swear it will be the hottest rod in the Lakehead when done.

Club incorporation became final this week just in time for the Annual Election Meeting so that we are now legally a Company, albeit a very humble and penniless one. The last year's officers were re-elected for another term and Paul Mudryk appointed Operations Manager of the Club. Paul is a professional pilot, very safety conscious, and should do a good job in this regard.

We have arrangements with the local T.V. station to give us some film coverage when we get started and, when the plane arrives, expect that the local newspapers will co-operate as well.

Invitation extended to any Canadian or American fellow travellers to pay us a visit at our flying field near Kakabeka Falls should they be passing through the Lakehead. They are particularly welcome if they bring a tow plane with them.