

Saskatoon Soaring Club An SAC Member Club

The Bergfalke purchase having fallen through, we have bought a Cinema II from the Columbus, Ohio, Soaring Club. George and Mary Ward and Art and Wanda Penz drove down to Chicago to take delivery of the ship, and arrived back with it on May 26th.

The May 30th "Cloud Nine" includes an article on the Cinema, with apologies to *Soaring* for lifting material from various issues. The Southern Ontario Soaring Assn.'s rules for tug pilots are also summarized; SOSA had an excellent "book of words" on this subject in a recent bulletin.

A crowd estimated at over 2,500 witnessed the meet of the Saskatoon Soaring Club at Colonsay, Sask., Sunday afternoon, April 23. R.C.M.P. officers assisted the traffic committee in controlling the crowd and keeping runways free to prevent accidents.

This highly successful meet netted the Club better than \$800 profit, a much needed transfusion for our ailing treasury.

BILL PROCTOR

Southern Ontario Soaring Association An SAC Member Club

Soaring weather around Brantford has been favourable this spring compared to last year. At the end of May there were 29% more flights and over three times as many hours. Don Wilson and Frank Wright have helped by going cross-country at every opportunity in the Eon Olympia they acquired last fall from the Gatineau club, Ottawa. Jim Carpenter, now half owner of a 1-23, also spends a good deal of time overhead — when not producing artwork for club advertising and promotion schemes.

Significant too is the fact that SOSA is no longer a "weekends only" club. Our maintenance man par excellence, Barry Gelder, has secured a power ticket and has been checked out for towing. This

An early photo of Charles Fauvel's AV-3 flying wing sailplane built in 1933. It weighed 242 lb. empty, had an aspect ratio of 8, span of 41.5 ft., wing area of 215 sq. ft., and minimum sink of 2.62 ft./sec.



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makes gliding a week-long operation. Already members are trying for Silver C legs and cross-country marks during the week.

Charlie Yeates is smiling after ushering in the Instructors' School with a 250-mile cross-country to Defiance, Ohio, flying in polar air north of a cold front. Johnny Agnew of Montreal, Jean-Paul Vaillancourt of the Buckingham (Quebec) Gliding Club, and Hardy Nesses of SOSA made up the largest and jokingest crew one could have. We got back to Brantford with the 1-23H-15 after an all-night drive, just in time to start the instructors' course.

Meanwhile, back in the hangar, Gord Oates is still micro-ballooning his Skylark 3's wings. He'd better hurry if he's to get airborne this season!

A hard blow befell the Waco towplane Sunday evening, June 4th. Something let go in the throttle linkage while taxiing, and the engine revved up suddenly. Pilot Bill Adams found himself riding a bucking bronco, and before he could get it stopped, the centre section, both right panels, the right undercarriage and the propeller were destroyed. The club has two Tiger Moth tugs as well, but the probable write-off of the Waco puts quite a hole in the launching equipment.

CHARLES YEATES



The French Fauvel AV-22s, a two-place, all wood/fabric flying wing sailplane with slight sweepforward. Specs: span, 49.5 ft.; wing area, 235 sq. ft.; aspect ratio, 10.4; empty weight, 568 lb.; load factor, 8 at 1100 lb.; minimum sink, 2.72 fps dual, 2.46 fps solo; and maximum glide ratio, 27 to 1.

The Fauvel AV-45 auxiliary-powered tailless sailplane cruising above the Mediterranean Sea near Cannes, France. Power is a Nelson H-59A engine, giving 36 H.P. at 3500 rpm, driving a Bensen pusher prop. Closely resembling the AV-36 and AV-361 sailplanes, it has these specs: span, 44.9 ft.; wing area, 174 sq. ft.; aspect ratio 11.6; empty weight, 482 lb.; gross weight, 666 lb.; wing loading 3.83 lb./sq. ft.; L/D, 24 at 47 mph and minimum sink, 3.12 ft./sec. with fixed prop; with proposed folding prop, expected L/D, 26 at 53 mph and minimum sink, 2.8 ft./sec.; rate of climb, 900 ft./min. at sea level; and level flight at 2000 rpm (9 H.P.). Production models are expected to have a cheaper, 18 H.P. German engine.

Photo by Air Mediterranee

