

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.

Aero Club Harmonie, 410 Sherbourne St., Toronto An SAC Member Club

So far, you have not heard too much from the Aero Club Harmonie, except when our Chief Flying Instructor, Willi Deleurant, won the Canadian National Soaring Contest last summer.

After we finished our very successful flying season, we contemplated our activities with a certain amount of pride. We own four gliders; one Doppelraab for dual instruction, a Schweizer 1-19, a Bergfalke and a Ka-8. The Doppelraab, used for dual instruction, is the workhorse of the club, especially as it has proved very good for winch launching. We prefer this type of launching on account of its great economy, especially for student pilot flights.

Here are the year's statistics for the club:

Ship	Launches	Hrs.:Min.
Doppelraab	741	69:25
1-19	368	26:40
Bergfalke	271	65:28
Ka-8	104	103:20
Totals	1484	264:53

Cross-country: 727 miles total.

The above omits one privately-owned glider, a Ka-3.

Five Glider Pilot Licenses, 6 B's, 3 C's, 1 Silver C (subject to confirmation), 2 Silver C distance legs and 3 Silver C duration legs.

We are quite hopeful that the next season will be still more rewarding especially for the advanced pilots, since we are happy to report that one of our members, Mr. Walter Chmela, bought an Auster aircraft which will be at our disposal as a tow plane next summer.

At our recent Annual General Meeting the following officers were elected: Walter Chmela, President; Willi Deleurant, CFI; Herbert Otten, Secretary; Karl Swoboda, Treasurer; and Robert Kurzwernhard, Technical Director.

For the winter we have a heavy program of shop work ahead. The 1-19 needs an overhaul and the other planes have to be made ready for the coming season. The biggest job is the VW we use to tow the winch cable back to the start. It needs transmission and front-end jobs. Everything is on a voluntary basis, but the ones who cannot do something pay \$30 instead.

HERBERT OTTEN

Edmonton Soaring Club An SAC Member Club

The Edmonton newsletter is now called *Towline*, and sports an elegant new masthead. Jim Reid continues as editor.

The club TC-2 is being completely overhauled. Larry Huber of North American Solarite has donated two blown bubbles. They will be fitted with Fibreglas frames at Fiberlite Products by Paul Tingskou and Pete Peterson. Chris Falconar of Falconar Aircraft Maintenance has volunteered to rebuild all the control assemblies. Ken Lewandowski is doing the sheet-metal work. Bob Dunsforth has been selected as a volunteer to go over the wing-root fittings and pins. And the members at large are doing the less technical work. Hugo Peter is cracking the whip over this gang of slaves.

Ground school is under way at Ross Grady's, to prepare students for their Glider Pilot License exams.

The Case of the Missing Magnet — the reason the Moth wouldn't go the other day was that a magnet was missing from one magneto. Ye Editor offers to buy a round for the solution to this weird mystery.

Kerry Bissell of the Red Deer Soaring Assn. was in town recently to make arrangements for check flights in the L-K they have bought from The Gatineau Gliding Club, Ottawa. The RDSA also has a Primary and a Kirby Cadet, and an excellent winch.

Gatineau Gliding Club An SAC Member Club

The Pendleton Airport fleet will have a new look in 1961. The L-K and Olympia have departed and the Grunau will likely be sold soon. A second 1-26 has now been obtained. This is the Perrucci and Wilkins ship from Harris Hill. Joe Perrucci did well in the Canadian Nationals last year with this sailplane, N 3866A. We'll see if she can do as well under "CF" registration!

A local boat-building firm, Norson Mfg. Regd., has been most cooperative in lending shop space for the C-of-A and recovering of ZCC, the Pratt-Read we have been flying for some years. She's now resplendent in ivory and orange-red. This shade of red is 20 parts Stearman Vermilion to one of Leoning Yellow, and gives an attractive colour. Besides, we had some yellow to use up. A pink first coat was applied to make it brighter.

Norson are in the fibreglas sailboat business — maybe they'll branch out into sailplanes, too!

Pete Nicholls, workshop boss, deserves much credit for the fine job done on the old P-R. He had everyone organized and work was progressing weekends and every evening. At this rate it took about two months to complete the job, using mostly inexperienced help. But they're experienced now!

We will now concentrate on the other P-R, ZAA, so there's no let-up.

Saskatoon Soaring Club An SAC Member Club

Norm Eley, CFI, soared 122 miles in the 1-26 on July 25th, from the Eley farm at Colousay to Rama, Sask. The people there were a bit wary at first of this flying saucer or U-2 or whatever.

Wilbur Eley, a bit earlier the same month, left Regina at 5 P.M. in the 1-26 and headed for the home farm. He got to Findlater, 42 miles NW, not bad for so late in the day.

The public library is stocking books on gliding. Four are on the shelves or on order.

A Valentine Party was scheduled for Feb. 10th.

The Bergfalke should be in transit, and may have arrived by the time you read this. Final arrangements have been made for payment.

Bill Proctor is producing a dandy newsletter, called *Cloud Nine*, from which we gleaned the above notes. Also included in the January issue is a good article on the Bergfalke 11-55. (Of interest, to me at least, is the sprung wheel. Sounds more sensible than these massive rigid mountings for the axle — and some of them aren't so rigid! —DK.)

Southern Ontario Soaring Association An SAC Member Club

SOSA's indefatigable Barry Gelder has refinished 1-26 CF-ZCO, with a resplendent colour scheme guaranteed to fix those who were complaining about it being invisible in the air. The fine job done reflects both Barry's craftsmanship and his individuality. The ship never looked better.

The club kept up their tradition of gliding on New Year's Day. Several hardy souls racked up a dozen or so flights, some as long as 19 minutes.

A resumé of the fee structure of SOSA may be of interest to other clubs. The basic charges total \$33, for SOSA, SAC, and the local flying club — to which all SOSA members belong. Tows are \$3 to 2000'. Glider time is \$3 for first hour or fraction; 5¢/minute after. By coughing up an extra \$60 (\$55 before March), tows are free all year. The more active members profit from this offer, and the club has more ready cash at the beginning of the season. The club absorbs \$2 of the SAC fee of \$5.

Roy Gray, the new treasurer, is one of SOSA's up-and-coming young soaring pilots. Right now, though, he has his feet on the ground and advises all members to pay SOSA before the milkman, bank, etc., etc.

SOSA's Annual General Meeting is to be held in the Brant Hotel, Brantford, February 25th. The guest speaker will be A. N. LeCheminant, president of the SAC. "Chem" will talk on the future of gliding in Canada.

Ralph van Humbeck, the new Chief Flying Instructor, wishes to congratulate his predecessor, Dick Ballinger, on a job well done. Ralph emphasizes safety, and especially proper circuit and approach, in the January SOSA News Letter.

Western Flying Assn., Calgary

We were glad to receive a copy of "West Wind," the newsletter of the WFA. We hadn't heard much from them. This must have been due to their being too busy to write, as they recorded 956 flights for 1960; 804 of these were by winch, the rest by aero-tow. Total hours were 108:05. Three C's were earned and a number of Silver C legs were applied for.

The club owns a Cinema II, CF-IAR, and a 1-19, HRK; the latter is under repair. Private ships flying with the club have been a Bergfalke, JRX, the Cu Nims of Red Deer 1-23, and Bill Thudium's BG-12A.

1960 operations opened at Sheppard Airport, which proved too busy for glider pilot training. WFA then moved to Olds Airport and stayed until it closed for the winter. A field at Black Diamond has been