

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.

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

Looks like we can stay at Pendleton airport. The government passed an order-in-council September 28th authorizing the sale of the airport and hangar to the GGC. We should have the deed about the end of October.

Anyway, we had a wing-ding of a party at Norm and Terry Tucker's place.

Some members claim that we are the continent's only gliding club with its own field with paved runways. Any argument?

The field is an old Air Force training base, EFTS 10. The three asphalt runways are each 2550 feet long and in good shape. The adjacent grass strips are mostly good, and plans are being laid to substitute grass for the brush that has been getting out of hand on other parts of the field. A standard 115 x 160' single-bay wooden hangar goes with the 360-acre property. Repairs to that enormous roof are about to begin.

Norm Tucker, Eric Wimberley, Pete Nicholls and Ed Leanen have been drafted into a Pendleton Management Committee. This replaces the Pendleton Committee, which carried on the lengthy and delicate negotiations which kept us at Pendleton these past few years, and led to our present happy position. Norm Tucker was chairman. Also of great help was SAC president "Chem" LeCheminant.

We would like to thank the Montreal Soaring Council for their felicitations,

which are very much appreciated. The MSC put up a new all-steel hangar last year, and are now adding modern plumbing to their clubrooms. These improvements were made practical by the negotiation of a long-term lease on Hawkesbury Airport. Now that both our clubs have security of tenure, we can plan such improvements for the years to come instead of living from one day to the next. A number of clubs in Canada have now been able to get settled like this, a sign that gliding is coming of age in this country.

DAVE KING

Montreal Soaring Council An SAC Member Club

The fact that no news from MSC has appeared since June does not mean that we have been inactive — except on the publicity side! We have had a very successful year. Although the actual flight figures are not yet available it is believed that they better last year's. Our membership has also climbed, to about 90 actual flying members.

Last year we raised the necessary funds to erect a hangar, by asking members to make a \$100 loan to the club in order to hold voting rights. We hope that a sufficient number of the new members will also make loans, so that we can consider the purchase of a Super Cub. The Tiger Moths have proved faithful servants but it really is time for them to be pensioned off.

Now all you antique fans south of the border should note that the DeHavilland Tiger Moth, DH 82 C, is a fine example of an aerobatic biplane which trained thousands of pilots during the war; any offers?

We were sorry that the two accidents in the Canadian Nationals involved a member and an ex-member of MSC. However, neither pilot was seriously damaged and we all hope to see them back in the top listings in next year's results.

Our congratulations go to the Gatineau Gliding Club in securing their site. Now we should soon have two strong clubs less than 50 miles apart, as we have both gained security of tenure after many frustrating years.

T. R. BEASLEY



The Pendleton, Ontario Airport, recently purchased by the Gatineau Gliding Club of Ottawa. It has three 2550 foot asphalt runways and a 115 x 160 ft. hangar.

Photo by the RCAF

Regina Gliding and Soaring Club, Saskatchewan An SAC Member Club

Nine members along with four sailplanes and a tow plane ventured nearly 500 miles to Pincher Creek, Alberta, for the last long weekend of the flying season to attempt wave flying or to just watch proceedings.

Doug Currie and Stan Day flew out in the Club Super Cub 135 while Harold Townsend and Dr. Jim Laidlaw drove out and took along the Club 1-26. Bob Cheston along with family took his AV-36. Julien Audette took his family along but left his 1-23G at home due to a cold so remained a spectator. Wilbur and Art Eley of Colonsay, also members of the Saskatoon Gliding Club, took the Eley's 1-26. And Bob Shirley with helper dragged out the LK.

Saturday proved to be a no flying day, in fact it was a white Thanksgiving, with snow falling all day. Naturally the day was spent hangar flying with the pilots from Washington State and the lone Alberta pilot Kurtz Wiess, now a resident of Pincher Creek. (How lucky can a glider pilot get?)

Sunday started with little wind and a strong sun so there was a rush to shovel off snow from the tow planes and sailplanes. Eyes were frequently turned upward looking for the first sign of a wave. After testing the take-off strip for dryness the wave did develop but all flights were made with difficulty as the air was very rough and towing was near impossible. Harold Townsend was the only Club member to fly this day and it is believed that his gain was sufficient to earn an altitude diamond. Wilbur Eley, in the 1-26, did a climb to 22,000 feet for his Gold C altitude gain. Wilbur succeeded in scaring the life out of fellow members by not returning until well after dark. He needed the help of car lights to locate the landing field. His flight, along with four others, helped to impress on all those present the need to get down early as the sun can be shining at wave level and the ground can be dark.

Monday started off with lenticulars across the sky, so the early risers said. Early morning was spent getting sailplanes readied. Oxygen supply presented the greatest problem. Bob Shirley with a passenger was the first club member to take off and reached a height of nearly 30,000 feet to claim new Canadian multi-place absolute altitude and altitude gain records. The flight lasted for over three hours.

Wilbur Eley was second off but, along with Harold Townsend in the Club 1-26, could not reach the primary wave and found it impossible to get over 18,000 feet.

Bob Cheston, with his AV-36, was the last Club member to try a flight and was successful in earning his altitude diamond with a climb to 25,500. Bob was towed to the front of the primary wave and found going easier than those that released in front of the secondary roll.

Doug Currie and Jim Laidlaw did the towing chores, while Stan Day acted as the Club time keeper and Julien Audette did his job of Treasurer but none of these chaps did any wave soaring. Julien is the holder of the Canadian single-place absolute altitude and altitude gained records which he established at Pincher Creek during the Easter weekend.

The trip was enjoyed by all members who also enjoyed the association with the pilots that motored up from Washington