

# 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.

## Official Observers

Details of the SAC Official Observer scheme were published in Free Flight Bulletin no. 7/60, 28th December 1960. To date we have 36 observers in ten clubs. There are some applications being held up until membership cards are sent in for endorsement.

If your club does not have enough observers, have some of your qualified members apply. A shortage of observers is not fair to your members who want to wear a C or Silver C badge, not to speak of higher awards, or even records.

A new Free Flight Bulletin is to be sent out shortly, giving full details of the information required with certificate applications. Canadian records are also listed.

TERRY R. BEASLEY, *Chairman*  
Contest Committee

## FAI AWARDS

Processing of awards has been slower this year, owing mainly to the complete reorganization of the Official Observer set-up. This is probably a good time to mention that every application for an award must be signed by a registered Official Observer. OO's should point out to applicants that more information is usually needed than the application form calls for. Many applications are now pending because of incomplete information.

Canadian soaring records established this year:

**Absolute Altitude:** Julien J. Audette, 30,630 feet, SGS 1-23G.

The Buckingham Gliding Club's Schweizer 2-22 and Tiger Moth tug take off while some of the many spectators look on. In the foreground is a Cherokee II built by Brother Hormisdas and Mirko Kukovica.

Photo by Brother Hormisdas



**Gain of Altitude:** J. J. Audette, 23,320 feet, SGS 1-23G.

**Free Distance:** Charles M. Yeates, 332 miles, SGS 1-23H.

**Distance to Goal:** Charles M. Yeates, 332 miles, SGS 1-23H.

**Speed on 200-Km. Triangle:** J. J. Audette, 45.1 mph; SGS 1-23G.

The following awards have been issued this year:

### Silver C Badges

75 - Ralph Van Humbeck

76 - Michel Malagies

77 - Harold A. Eley

78 - Dietrich Kiklas

### C Badges

434 - Stanley Day

435 - Robert Arthur Knapp

436 - Dietrich Kiklas

437 - A. L. Larson

438 - Giliaras Urbonas (1-19)

439 - Hilda J. Gruter (1-26)

440 - Luc Bourdreau (1-26)

### Diamond C Legs

J. J. Audette - Altitude (1-23G)

Harold A. Eley - Altitude (1-26)

### Silver C Legs

Donald B. Eley - Altitude, Duration (1-26)

J. S. Day - Altitude (1-26)

## Cu Nim Gliding Club Calgary, Alberta An SAC Member Club

Last month we reported an accident to our Auster tow plane which resulted in the hospitalization of Bruce Hea with an injured back. We're happy to report now (end of August) that Bruce is out of the hospital and even back to work, "concrete corset" and all. We have since scouted around and obtained another Auster. Though it requires fabric work, we're pleased with our find as it is otherwise quite complete and in fairly good condition. The engine from the wrecked tug will go in the new plane. In the meantime we are obtaining towing facilities from the Piper products of Messrs. Whitfield and Katterhagen.

A big news item from our club is that the re-build of our 1-19 reached completion in the latter part of August and received its C of A back in time for the

Labour Day weekend. Your reporter had the pleasure of soaring the craft for one-half hour on its test flight.

Soaring conditions have been quite infrequent in this locality during the summer, as the weather switched from one extreme to the other. If not rain, there have been great quantities of stable air with not a cumulus in sight for days resulting in a limited number of soaring flights being made by our group during June, July and August. Conditions picked up a bit on Aug. 27th when there were several soaring flights made which included a Silver C height gain by Hans Urbas.

The roof of the hangar at De Winton is now painted and we also boast a wind sock which Locke Robertson scrounged from Imperial Oil.

The Cu Nims are planning another get-together at Pincher Creek over the Thanksgiving weekend, in the interests of trying for some wave soaring. Any interesting clubs are both welcome and invited to attend. The planning for this affair can be coordinated by contacting us at P.O. Box 204, Calgary.

GEORGE RYNING

## Edmonton Soaring Club Box 293, Edmonton, Alberta An SAC Member Club

Super-scroungers Jim Greer, Jerry Harlton, Don MacDonald and Pete Peterson have built and tested a new winch, which will be available for Edmonton Soaring Club use. The engine, a 95 H.P. International, was acquired for free, already mounted on a '35 Ford chassis. The transmission is coupled directly to a 14" drum, wound with 2500 ft. of cable. The cable is stranded and was originally made for towing target drogues. Field telephones will supplement hand signals for communication between the winch operator and the starting point. The winch is a welcome addition to club operations and we are grateful to the fellows whose hard work, resourcefulness and cash made it possible.

Ed Hardy and Bill Harry have just completed the rebuilding of an 85 H.P. Piper J-3 and club members are speculating on the possibility of attaching a tow hook to its tail. Congratulations to Ed and Bill on a first rate job, even if it is a powered aircraft.

JACK NEAL

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

Six sailplanes competed in the Labour Day meet at Pendleton. The soaring conditions left something to be desired, but some short cross-countries were made. Bob Gairns and Ron Halliday of the Montreal Soaring Council took first place with their Skylark 2.

Saturday — Overcast, clearing in mid-afternoon. No contest.

Sunday — Early fog, clearing late morning. Light convection. Task: Pendleton — Finch — Alexandria — return, 73 miles. Gairns' flight of ten miles won the day, with Horace Hearne (pride of Shreveport, Louisiana) in the Canadair Gliding Club's 1-23D and Norm Tucker in his Skylark 3 tying for second. Dave King, John Chesbrough and Eric Wimberley, all of the host club, failed to get away at all.