

# 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.

## Canadian Nationals

The 13th Canadian National Soaring Contest was held at Brantford, Ontario, from July 18th to 27th and drew a total of 18 sailplanes and 30 pilots from Canada and the U.S. The Southern Ontario Soaring Association was host club, with Hardy Nelles as Contest Manager.

The rules were revised slightly this year. The U.S. system of scoring points was incorporated; the "x" factor or minimum distance to score was discarded; and to be a contest day two pilots had to cover at least 40 miles.

The weather was mostly hot and humid with cloud base lower than usual. Although these conditions did not allow any spectacular flights, there were seven contest days. On four days conditions were marginal so that pilots needed all their experience to stay airborne. On the other three days, conditions were much better but still tricky in places.

This year a team entry won for the first time, the Mix-Yeates combination flying a 1-23H-15. Wolf Mix was declared the winner of the Shell Trophy on the basis of his average point score.

### July 18—1st contest day

Weak conditions. Task: 65-mile triangle to Mount Hope airport, Puslinch and return. Two pilots completed the task. Wolf Mix was first in 3:25, with Dave Webb second in 4:48.

### July 19—2nd contest day

Weak again. Task: Guelph and return (60 miles total), then free distance in any direction. Paul Smith came first, landing 10 miles short of Brantford. Mix second, Jim Carpenter third.

### July 20

Still weak. Out and return to Puslinch Lake, 41 miles. Shorty Boudreault finished, but was the only one to do over 40 miles; no contest day.

### July 21—3rd contest day

Better conditions than expected. Race to Mount Hope airport and return, 42 miles. Eleven finished. First was Paul Smith

with 1:30.5. Mix was just half a minute behind. Third was Ted Henderson in a 1-26 with the remarkable time of 1:33.

### July 23—4th contest day

Good conditions. Race to Barrie airport, 93.7 miles. Two pilots finished. Dave Webb with a time of 3:12, Bernie Palfreeman taking 3:47.5. Third was Mix, who flew through a one-metre thermal expecting to find a stronger one—and landed 15 miles short of the goal.

### July 25—5th contest day

Weak conditions. Task: race to Welland airport, 53 miles. A passing cold front delayed the first take-off until 1500 hours. Willi Deleurant, the defending champion, was the only pilot to complete the course. Elvie Smith came second, making it a contest day with his 43-mile flight. There was one mishap, when Paul Smith's 1-23G wound up inverted in a field. After recuperating for a couple of days, Paul rejoined us for the final banquet.

### July 26—6th contest day

Good conditions. Free Distance. Dave Webb headed for Elmira, N. Y., and reached Corning—175 miles. The other pilots flew southwest, with Willi Deleurant and Charlie Yeates covering 170 miles to Flatrock, Mich. Misfortune again—Dave Webb's Skylark 2 was damaged on landing. Dave escaped with minor injuries.

### July 27—7th contest day

Stratocirrus moving in resulted in a last-minute change in task to a speed triangle—Mount Hope, Hagersville and back, 55 miles. Deleurant breezed around in 2:01. Mix and Boudreault also finished. It was a heart-breaker for Jim Carpenter, who dropped from second to third in the contest; he landed at the second turn. Deleurant won second place by his superb handling of his L-Spatz.

### Honourable Mention

Joe Bacon of Elmira, N. Y., realized his 5 hours, and two days after the contest, Kai Gertsen reached 14,000 feet to complete his Gold C.

### Final Standings

Pilot	Sailplane	Points
1. W. Mix		
C. Yeates	1-23H-15	5781
2. W. Deleurant	L-Spatz	4932
3. J. Carpenter	1-23	4700
4. D. Webb	Skylark 2	4016
5. S. Bieniada		
O. Boudreault		
E. Wimberley	Skylark 3b	3789
6. G. Hicks		
T. Henderson	1-26	3211
7. P. Smith	1-23C	2983
8. E. & J. Seymour		
K. Gertsen	1-26	2929
9. E. L. Smith	Skylark 3b	2535
10. D. Wilson		
F. Wright		
D. MacClement	Eon Olympia	2327

The hanger of the Cu Nim Gliding Club of Calgary as it appeared under construction at their De Winton site. Under cover is an L-K, an Auster tug and at right a Schweizer 1-20. Bruce Hea is roofing while Doug Rynning and Don Heiken erect beams.

Photo by George Rynning



11. J. Chesbrough	Ka-6	2279
12. J. Perrucci	1-23C	2274
13. B. Palfreeman	1-23D	2145
14. R. Gray		
J. Kelley	L-K 10A	1933
15. MacMillan		
W. Adams	1-26	1774
16. R. Gairns	Skylark 2	1337
17. Hearn		
Kostolnik	1-26	477
18. Park-Rousseau	Air-100	153

In closing, we might say that we missed the Westerners who attended last year. Perhaps we will see them at a National Contest out that way before too long.

RALPH VAN HUMBECK

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

Two weeks after it was decided to build a shelter at DeWinton, we "had a roof over the heads" of two sailplanes and the tow plane. This expeditious action was due largely to the chief motivator on the project, Locke Robertson. This all proved to have been well timed, for eventually "the rains came" to our district and the hanger has done a fine job of keeping the equipment dry.

Bad luck continued to hound our club on Sunday, July 30th, when the Auster tow plane was involved in a serious accident. On this day, Bruce Hea was flying it over to Sheppard airport for refueling when "the ground came up and smote it" while on final approach. Result: one Bruce Hea in the hospital with an injured back and one Auster bent beyond feasible repair. The Department of Transport has investigated the accident and we'll wait for their official report. Incidentally, the incident was another that showed up the terrific life-saving feature of shoulder harness. We are now making other arrangements for aero-tow until such time as we can acquire another tow plane.

GEORGE RYNING

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

In spite of poor weather, the GGC have made 745 launches up to the end of July. This about ties the previous club record for that date. Two "gliding weeks" have helped.

The paid-up membership list now stands at a record 76, including 23 new members this year.

Three sailplanes represented us at the Nationals in July, with five pilots. The Boudreault-Wimberley-Bieniada Skylark 3b came second in the Team Class and 5th over-all. Elvie Smith flew the Smith-Tucker 3b, and John Chesbrough the Ka-6 he shares with Pete Nicholls. This is the same ship that won the team class at Regina. John made a 156-mile flight to Windsor on a free-distance day.

By the time you read this, the disposition of Pendleton Airport will have been decided by the government. We have been based there for 12 years. We hope to acquire the property with hanger. Members have dug deep to lend the club's "Pendleton Fund" enough to make a reasonable offer. Right now it's the suspense! August 25th is Doomsday.