

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.

Nationals to be in Regina

The 1962 Canadian Nationals will be held at Regina Municipal Airport, by the Regina Gliding and Soaring Club, Box 406, Regina, Saskatchewan. The 1959 Nationals held there were a great success. The dates for this year's contest are July 3-12. Full details will appear in the next issue.

Queen's Gliding Club Kingston, Ontario. An SAC Member Club

Geoffrey Steed was elected president for 1962 at the annual meeting held in February. Geoff will be assisted by S. A. Anderson, Secretary-Treasurer; Hank Janzen, Chief Instructor; Walt Piercy, Assistant Instructor; L. Keely, tow pilot; and Albert Cudney, Public Relations.

Color films were shown on Canadian gyro-gliding, a field of interest here. A Bensen gyro has been built and flown by Albert Cudney. He says it's no sailplane, but that it flies very nicely indeed. Some lack of cabin heat in winter has been the only complaint.

During 1961, 187 flights were made using our L-K towed by our Auster. Some minor repairs and a year of bad weather kept us grounded for a number of flying days.

A.W.C.

Red Deer Soaring Assn. 4730 Ross St., Red Deer, Alta. An SAC Member Club

The RDSA is planning an informal meet on the weekend of May 19th-21st at their base of operation, Big Bend Field, 5 miles west of Innisfail. The purpose of this get-together is to promote fellowship among

the soaring enthusiasts in this area and to stimulate interest among the uninitiated. While plans at the moment are sketchy, it is hoped that all who attend will want to return next year. Arrangements are being made to have at least two tow-planes available and the club's winch will be standing by for all those wishing to use it. We hope a few contests can be organized and also that Julien Audette (who will speak at the Saturday-night dinner) will be able to soar home to Regina and set new Canadian records for free distance and distance to goal!

On the Sunday the public will be invited to observe the activities, and at this time we would like to have a demonstration of aerotows and winch and car launches, spot landings and some aerobatics. Anyone wishing to attend for all or part of the weekend should drop us a line so we can be completely prepared.

The Royal Canadian Air Force, through whose courtesy we use the field (which has three 3000-foot runways) have given this meet their blessing, for which we extend our hearty thanks.

FRANK HOLMAN

Southern Ontario Soaring Assn., Box 172, Brantford An SAC Member Club

Canada's 1962 soaring season was started by SOSA members on New Year's Day. Twenty-four people participated in the club's 6th Annual Defiance of Winter. For once there was less than half a foot of snow, with sunshine, 20-degree temperatures and cumulus clouds. Everyone flew and several soaring flights up into the snow squalls below clouds were logged. Martin Jurgeit won the day with a 48-minute flight, terminated when waiting pilots sent up a towplane to shoot him down. Towplane drivers were keen this year immediately the Super Cub heater was found effective. In fact, only rugged individuals flew the draughty, bone-chilling Tiger Moths. Gallons of coffee disappeared during the evening as colored slides were used to review 1961 activities and plans for 1962 developed.

Further flying will likely be delayed until early spring for several reasons:

Barry Gelder, club employee extraordinary, will be working in the Schweizer factory until early April.

Many members spend winter weekends on skiing slopes.

Others, who flew New Year's Day, will go into hibernation.

However, Ray Gray and John Kelley

will receive their new Ka-6 in April; the syndicate has almost completed its Cherokee II; and Bill Adams will have his Olympia out of the workshop soon. Year three of the "Soaring Sixties" is upon us and this one looks as though it may well live up to its title.

The SOSA annual general meeting and banquet contained one or two surprises. Long-time club member Don McClement was "guest" speaker but he did not expound on The Sex Life of the Musk-Ox as was suggested during his introduction, although he is eminently qualified as Professor of Zoology at MacMaster University, Hamilton, Ontario. Instead he reminisced about his gliding and soaring experiences dating from the construction and use of a hang glider in 1915, behind the family barn at Collins Bay, Ontario.

First-hand knowledge of hill soaring with the London Gliding Club in England and soaring in Germany in the early 1930's were illustrated with many photographs from Don's large collection. Construction of England's first winch, founding of the Cambridge University Gliding Club and its cooperative venture with the R.A.F. on evaluation of pilot potential early in World War II were described.

Post-war accomplishments in which Don played a major role included the conducting of an Air Cadet Gliding Instructors' Course near Ottawa in 1945 and establishment of the Queen's University Gliding Club at Kingston, Ontario, near the site of his early hang-glider flying.

How Cadet gliders were crated, labelled "Hurricane Fighters" and transported to Canada aboard an aircraft carrier is a chapter that will undoubtedly unfold at a future meeting. All present enjoyed hearing Don, particularly since almost no one knew this unassuming, modest club member had such a fascinating history in our sport.

The Ken Laramour Award for the most successful first-year pilot went to Martin Jurgeit while Don Wilson received the new, spectacular Royal Crown Cola Cup. This is given to the pilot with Silver C or less who makes the longest cross-country flight each season. Gordon Oates received a gun so that he can end his frustration if he misses Diamond free distance for the seventh or eighth time this season.

2753 flights netting 1550 flying hours and 5500 cross-country miles, plus FAI legs galore were evidence of a successful 1961 season. Outgoing president Charlie Yeates announced that Hardy Nelles had volunteered to act as midweek instructor for the club as the 1962 season begins. This means operations six days a week will be possible for the first time since the fall of 1958. Results could be spectacular!

The following officers and directors were elected for 1962: President, John Shantz; Vice-President and Chief Tow Pilot, Wolf Mix; Secretary, Pete Van Dyken; Membership Secretary, Hardy Nelles; Treasurer, Roy Gray; Director, Newsletter, Dick Ballinger; and Director, Maintenance, Charles Yeates.

CHARLES YEATES

BIBLIOGRAPHY ON SOARING

Magazine with article on soaring:

American Scientist, March, 1962, pp. 180-209. "Thermal Soaring of Birds," by Clarence D. Cone, Jr., including his theory of vortex shells as published in *Soaring* magazine.

New Year's Day with the Southern Ontario Soaring Association at Brantford, Ontario. From L to R: Roy Raynor; a visitor; Hardy Nelles; G. Dekater; Norm Jull; Mike Malagies; Charlie Yeates; Hilda and Joe Gruter; Graham Dell; a visitor; Vic Budachs; Peter Trounce (in cockpit); Al Pow; Roy Gray (in cockpit); and Ralph VanHumbeck.

