

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

Wolf Mix retained the Shell Bowl by winning the 1962 Canadian National Soaring Contest, held at Regina Municipal Airport from July 3rd to 12th. Wolf and Charles Yeates flew their 1-23H as a team entry. The contest was a close race right down to the wire, with first place within reach of six or seven contestants all along. Montreal's Dave Webb, flying his Skylark II, was second and led the individual entries. The Schweizer Trophy for the best 1-26 entry went to Gordon Hicks and Ted Henderson. Ted made all three Gold Badge legs on one flight, though only two can be counted under the FAI Code. Thirty-one pilots entered, with 21 sailplanes. There were eight contest days.

Exact scores will appear in next month's issue.

The leading contenders were: Harold Townsend, Regina, BG-12A; Julien Audette, Regina, 1-23G; Roy Gray, Brantford, Ka-6; and Kai Gertsen, Rochester, N.Y., Ka-6. Townsend led for two or three days in his BG, which he had completed only two weeks before the meet.

The task on the last day was a 300-km. triangle, won by Mix in near-record time. His speed was especially remarkable in view of the handicap of a contest start, being waved off at 2000 ft. over a given point, and facing the wrong way at that.

The contest was ably managed by Harold Townsend, assisted by numerous members of the Regina Gliding and Soaring Club, the Saskatoon Soaring Club, the Edmonton Soaring Club, and the Cu Nim Gliding Club of Calgary. Many members' wives spent long hours at the telephone desk and Wanda Penz of Saskatoon acted as timer for speed tasks.

The Regina Chamber of Commerce and the Provincial Government provided a very

fine buffet dinner on the evening of the 12th. The trophies presented by the Hon. C. C. Williams, Minister of Labour, and the Regina Flying Club's candidate for Saskatchewan Wheat Queen, Madaleine (sic) Foster.

A special trophy was presented by the Saskatchewan government to A. O. "Shorty" Boudreault, Gatineau Gliding Club, Ottawa, for his twenty years of meritorious service to soaring in Canada.

The longest flight of the contest was Roy Gray's 258-mile disappearance into the Manitoba bushland. It took him several hours to reach a phone after landing in the Gypsumville area, east of the north end of Lake Manitoba; country that single-engine types don't like. He and his crew returned at six the next evening. Such terrain, of course, was not typical of the contest, the Regina region being just one vast landing field.

The Regina Flying Club cooperated fully in making the meet a success. Fred Nagel, Secretary-Manager, and his staff arranged their operations so as not to interfere with the contest flying, even though the annual air-cadet group was in training at the same time. The airport management, met. services, and air traffic control were also most helpful. The morning briefing included a weather survey by the chief of the Regina weather office.

DAVE KING

Viking Production Shelved

The Viking Aircraft Company has announced that it has ceased operation and will not be producing the Viking 104 sailplane. A production model has been completed on which all tests were run to the full gratification of the designers. Jim Greer has bought out the other partners and now owns the moulds and plugs, plus the sailplane which he would be very pleased to sell.

Cu Nim Gliding Club 1625 - 21st Ave., SW Calgary, Alberta An SAC Member Club

Flying in July started with a big show of gliding on Air Force Day. Lincoln Park's Station Commander, Group Captain N. C. Brown, who is also a glider pilot, gave the Cu Nims the chance to participate actively in this year's Air Show on July 2nd, at Lincoln Park. During the opening ceremonies our club had the honor of Calgary's Mayor Harry Hays christen-

ing J. Jobay's Cherokee II "The Spirit of Calgary" by pouring a glass of champagne over the nose of this sleek ship. From then on until 2:00 P.M. (for about two hours) several club pilots demonstrated their flying skill to the public, surpassed only by the aerobatics of the Golden Hawks and The Red Knight later on. Bill Thudium's BG-12 was also out plus the club's Schweizer 1-19 and 1-20. Adolf Kohlffuerst was in the control tower with the brass while Gordon Fryer was in charge of gliding operations. Winch launches and air tows (with G. Le May's Tiger) were done very smoothly. It seems winch launches impressed the people most. During these demonstrations George Rynning was on the mike and gave the people an interesting talk about flying gliders. We also had several enthusiastic female "gliding supporters" operating a concession booth, generously provided by the RCAF, which brought the club a nice monetary return. Thanks a lot to these helpful individuals.

A few devoted and able bodies worked hard all spring to bring our Auster to the imminent test-flying stage. Minor adjustments and paper work are the only hold-ups. By mid-July the club should have a towplane again, and it is a beautiful one, practically new. The wings were in Air Force storage crates, the fuselage is recovered, the engine had an overhaul, and unnecessary things were stripped so that the weight of this Auster is now 260 lbs. less than Air Force configurations. I'm sure we will write more about it in the future. It is more or less George Rynning's Baby. Walter Hillen and Bruce Hae were the never-tiring assistants to phone other club members when needed.

Due to lack of towing facilities most of the club's flying was training on winch and car tows, and our students are coming along fine under Adolf's and Gordon's instructions. The D.O.T. verified Locke Robertson and Walter Hillen as new instructors, eliminating another bottleneck. Mike Kiss received his glider pilot's license. J. Jobay has flown off his operating restrictions on his Cherokee II.

Since the weather wasn't very cooperative, nothing happened on the long week end.

SIG SCHOLZ

Gatineau Gliding Club Box 883, Ottawa 4, Ontario An SAC Member Club

Three sailplanes from GCC will fly at the Nationals: ZDP, one of the club 1-26's, with Dave King and Ed Laenen; ZDJ, a Skylark 3b, with her owners Wimberley, Boudreault and Bieniada; and RFD, a brand-new Musger Mg-23, with John and Chris Thompson. Participating as retrieving crew will be Jan Johns, Harry Milling and Gene Lauzon.

The Musger, owned by Thompson, Johns and John Soulsby, has been flying almost continuously (it seems like!) since its arrival from Austria about the middle of June. It is beautifully finished with cream wings and forest-green fuselage. The tailplane folds up (not in flight) for easy trailering. More than five hours were logged in its first day at Pendleton.

The Mg-23 has a 52-foot span, shoulder wings, fully-faired canopy which slides forward, and many desirable details of design.

By the way, it seems a pity that owners of such a sleek aircraft are required, if

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