

Ross MacMillan in his Meise Olympia completed 140 miles of the Elmira route but dropped out at the sink hole near Perry Warsaw, N. Y. Tom Csoboth didn't travel as far as the others that day, but he was just as happy because he had completed his Silver Badge distance in a club 1-26.

The following announcement recently appeared on the club bulletin board:

Announcement

The directors regretfully announce that due to a shortage of runways, the shortage being at the downwind end, and because we have only two Super Cubs for towing purposes, only half a 240 x 120 hangar for storage, and just two workshops remaining, it has been found necessary to place a restriction on the number of members for 1963.

Though there are still a few vacancies open for next year, we urge all prospective members to submit their applications not later than December 31, 1962. To save embarrassment to any 1962 members who were planning to be with us next year, we wish to notify them that they should have had their fees paid in full a month ago. We are sorry but we forgot to announce this.

Also, because of an oversupply of beverages in the club lounge the directors wish to announce that accidents are now forbidden for the next three months. If it is discovered that any one member has smashed more than three club sailplanes within a three week period, he will be severely dealt with, possibly even grounded for the following week end, or be asked to join the Private Owners Group.

The directors realize that this will take some of the fun out of the sport and will be less restrictive when sailplanes become more readily available. Also, VFR flying at Brantford will be restricted to one league ASL or 2333 fathoms above ground and must be done in "old fashioned" thermals (anyone caught using a new method will be shipped off to Pincher Creek).

The quota on membership for 1963 has been set therefore at 500 though it may become possible to revise this figure if more nurses decide to join.

THE BARD OF DIRECTORS

Labor Day found several members in a parade plus ground and air demonstrations at the Canadian National Exhibition, Toronto. This missionary work exposed sailplanes and the sport of soaring to many of the more than 300,000 people who visited the fair that day. As well, \$118 was collected for the SAC's World Contest Fund.

CHAS. YEATES

Cu Nim Gliding Club Box 204, Calgary, Alta. An SAC Member Club

Poor weather conditions, holidays and a batch of other things did not make August the month it should have been, soaring-wise. The long-



The Cinema two-place sailplane of the Saskatoon Soaring Club being used as a camera platform by the National Film Board of Canada for a short film on the activities of the club which has been widely shown in 24 countries. Cameraman Ray Jones rises above the canopy for his shots.

delayed papers of our Auster came through finally in the latter part of the month and with them some soaring weather. Bill Thudium and Adolf Kohlfuerst each had a night flight to over 10,000 feet in Bill's BG-12A. Aerotow proved that our 1-20 is also a pretty fair soaring ship if the conditions are there. Bruce Hea and Gordon Fryer soared in her to over 10,000 feet and several other fellows had a taste of "that certain feeling."

September again was devoted mainly to training. By this time of the year the air gets pretty stable over the prairies. Joe Dehner, Joe Drobiec, Andy Fairman, Berndt Kohlfuerst and Rolf Thudium received their Glider Pilot Licenses from DOT. Berndt and Rolf are following enthusiastically in their fathers' footsteps and are the youngest glider pilots in the club. If the lovely Indian summer we are now having holds out a few more weeks, several other student pilots should reach license standard soon.

The new L-Spatz we ordered from Germany finally arrived by KLM airlines to Montreal and truck to Calgary.

SIG SCHOLZ

Saskatoon Soaring Club 503 Standard Building Saskatoon, Saskatchewan An SAC Member Club

Record Flying Activity

Yes, our second year was definitely a lot more active than our first. The first flying by club members was George Redzich's wave attempt at Pincher Creek on the Easter weekend. Wilbur Eley also made a couple of three-hour flights practising for the air show, one of them a 75-mile cross-country.

The Cinema (club-owned) really showed her colours as a training work horse this year, making 309 flights and 63:08 hours of flying time already this season. Doug Eley made his Silver Badge distance in the Cinema's only cross-country, proving that the old ship will also soar when it gets the time off to do it. The Cinema was used for hopping passengers at our air show and at glider demonstrations at Prince Albert (P.A.) and Melfort, as well as for a heavy training and soaring schedule during the summer.

There are four privately owned sailplanes, wholly or partly owned by members of S.S.C., they are a Schweizer 1-26 owned by Harold (of Regina) and Wilbur Eley, a Fauvel AV-36 owned by George Redzich, a Grunau Baby II owned by Arthur Eley, Jr., and George Ward (now at P.A.) and a Briegleb BG-12A owned by Art Penz and Ralph Wiseman (from Rosetown). All of these sailplanes were active last season, the 1-26, AV-36, and BG-12A being entered in the Nationals this summer. The Grunau, CF-ZBT, is now at P.A. where it is creating a lot of interest in soaring.

Students and New Members

Several students made great progress this summer; among them was Bruce McEwen, who checked out on gliders. Barry Brown and George Kuntz almost have their licenses. Mary Eley has soloed, becoming the youngest and the only woman solo pilot in the Club. Also training are Laura Lauscher, Len Proctor and Laurie Geritsen.

Paul Erickson, the owner of our flying site, and Walter Bridle, also of Watrous, have signed up as members in the last month.

Airport, Young, Sask.

One Sunday in mid-July, the Club operations moved to Young Airport for the day at the invitation of Mr. Erickson, and they liked it so well they have been there since. First of all, it offers a level field with $\frac{3}{4}$ to 1-mile-long runways running N-S and NW-SE, which makes car towing to 800 and as high as 1300 feet quite feasible. Second, this airport has a hangar at reasonable rates which is approximately 50 ft. x 60 ft. and thus will accommodate as many sailplanes as we are likely to keep there in the near future. A Clubhouse may also be in the plans.

Radio for Towing

Something which has become almost indispensable to our car-towing operations in the last month or so has been the use of transistorized, two-way radios in the sailplane and tow car. Not only does this permit easy transmission of the usual commands to the tow car, but it also allows frequent, accurate monitoring of the sailplane's air speed for the benefit of the tow-car drivers. This has taken pretty well all the guess work out of tow car driving, and thus made the operation much safer.