

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.

S.A.C. News

Insurance. Unfortunately it has not been possible to proceed with Group Insurance, as proposed in an earlier Free Flight Bulletin. There simply was not enough response from sailplane owners. However, the company concerned is still interested in introducing such a scheme as soon as there are enough participants. It will therefore help the Association, as well as yourselves, if you will obtain a quotation from Mr. R. Catherwood, Lukis Stewart Price Forbes & Co., 60, Yonge Street, Toronto 1, before finalising your renewals. Mention the S.A.C. and please let us know if you obtain cheaper insurance.

I hope those few members who did write to us will accept this notice in lieu of individual replies.

F.A.I. Awards. All club secretaries and official observers please note that Ralph Van Humbeck (to whom all applications should be sent) has moved, his new address is: 478 Runnymede Road, Toronto 9. Please send in any outstanding claims as soon as possible so that we can complete our statistics for the 1961 soaring season.

There has recently been some difficulty in approving a Diamond height claim, due to the barograph mechanism being modified after the flight in order to extend its range. All pilots and official observers should note that under no circumstances should barographs be adjusted or modified until after a claim has been approved or rejected. If S.A.C. finds it necessary to request a repeat calibration it is, of course, impossible if the instrument has been adjusted in any way.

T. R. BEASLEY, *Director*

Greetings. The Directors and staff of the SAC wish all our readers a Happy New Year with booming thermals every flying day. Sorry we didn't get our Christmas greetings submitted in time for the December issue but we hope a good time was had by all.

A. N. LECHÉMINANT
President, SAC

Records

Three new Canadian multi-place records have been established:

Goal and Return: Robert D. Shirley and passenger, 106 miles.

Absolute Altitude: Kurt Weiss and passenger, 18,800 ft.

Gain of Altitude: Kurt Weiss and passenger, 12,900 feet.

F.A.I. Awards

GOLD C BADGES

- 13 - Mario W. Overhoff
- 14 - Robert D. Shirley
- 15 - Frank A. Woodward

SILVER C BADGES

- 79 - Robert D. Shirley
- 80 - J. Stan Day
- 81 - Richard M. Cook
- 82 - Kurt Weiss
- 83 - Edward E. Bock
- 84 - Stanley G. Ward
- 85 - Paul M. Smith
- 86 - Guenter Stoltz
- 87 - Wilbur W. Eley
- 88 - Donald B. Eley
- 89 - W. Donald MacClement
- 90 - Victor M. Fenn
- 91 - Ross A. MacMillan

C BADGES

- 441 - Rene Bosshart
- 442 - Edward Kimpe
- 443 - Harry Hansen
- 444 - W. David MacClement
- 445 - Benjamin C. Tempelshagen
- 446 - Carol Hoffman
- 447 - Kurt Weiss
- 448 - Edward E. Bock
- 449 - Stanley G. Ward
- 450 - Helmut Augustin
- 451 - Walter Herten
- 452 - Karl Swoboda
- 453 - Ralf Deleurant
- 454 - Robert R. Kurzweinhart
- 455 - Ernest Fedde
- 456 - Willi Berg
- 457 - Hans (John) Lorch
- 458 - Herbert Otten
- 459 - Theresa Tucker
- 460 - John Demellweek
- 461 - John E. S. Malby
- 462 - A. T. Avison
- 463 - Lionel K. Jones
- 464 - Wilbur B. Eley
- 465 - Donald B. Eley
- 466 - James M. Laidlaw
- 467 - Victor M. Fenn

DIAMOND C LEGS

- Harold L. Townsend - Altitude gain
- Frank A. Woodward - Goal

GOLD C LEGS

- Altitude gain: Wilhelm Thudium
- Richard M. Cook
- Donald B. Eley
- Distance: Gordon Hicks
- Donald K. Wilson

SILVER C LEGS

- Distance: Rene Bosshart
- Horace C. Hearne, Jr.
- Roland Halliday
- Mark B. Maskell
- J. Edward Henderson
- Alfred Hoffman
- Duration: F. J. Eley
- Ulrich von Gaza
- Alfred Hoffman
- Altitude: Roland Halliday
- Ken Lewandowski

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

The "deep freeze" has come to the prairies and except for the occasional warm spell which might come along, gliding activity will be at a standstill for the winter. The TC-3A has been towed to Pincher Creek for winter storage in the club hangar at Cook Field. The 1-20 and 1-19 are tucked away in club members' garages in Calgary.

There was an active period of training with the 1-19 during the past fall. Some dozen students received flight instruction off the winch, with seven of them coming up to full circuit standard. George LeMay's Tiger Moth, having received her C of A

in late September, did some aero-towing for the club. Speaking of tow planes, the fabric job on the new Auster fuselage is continuing to make steady progress under the leadership of Bruce Hea.

Arrangements have been made for our student members to take their ground school at the Calgary Flying Club. However, instructor Bill Thudium has been augmenting this by conducting ground school at his home. Bill's syllabus has covered topics which are not given in the normal power-pilot course as they pertain to soaring only.

Congratulations are in order to Walter Hillen who received his Glider Pilot License in November. In the same vein, it's worthy of note that the Cu Nims of Calgary marked their 10th anniversary this past fall, having been incorporated in October, 1951.

Montreal Soaring Council Box 1082, St. Laurent Montreal 9, Que., Canada An SAC Member Club

As I write these notes it is snowing heavily, and it appears that our flying season is over. The last weekend of November saw very pleasant weather at Hawkesbury, and the few members who showed up were able to get in their last flights for 1961 in quite pleasant (though unsoarable) conditions. To round off the season the very last flight was a first solo. The writer was pleased to be able to test fly his Breguet 905s after replacing the cockpit and central fuselage structure. Breguet's "Meccano" concept certainly makes fuselage repairs simple. This was the same weekend as the "Snowbird Meet" at Elmira, where M.S.C. was well represented by a large party and the Canadian Soaring Club's 1-23D.

The previous weekend saw the first local expedition for many years, a small party took the 1-23D to Mt. Sutton in Quebec's Eastern Townships, in an attempt to do some hill soaring. Naturally the wind shifted, and there was better soaring back at Hawkesbury; however it may lead to better things next year.

Our membership has passed 100 for the first time, and unless we are to increase the frustration of waiting for a tow next year, it looks as if we might have to put a limit to the membership. Unfortunately, now that we have doubled the membership of a couple of years ago we are not getting twice the amount of work done by the membership; in fact the inverse would be nearer the truth.

The writer believes that there is a limit to the size of any soaring club operating on a voluntary working and administrative basis. The next stage is to employ a manager ground engineer; but this requires a very large membership in order to make the revenue to pay a worthwhile salary. The difficult years are those in between these two cases. For example, 100 members is about the maximum number a club can handle without paid help; yet to pay an employee would require about 200 members. It is impossible to double the membership instantaneously, and if one could, you would still need more equipment in order to keep them all happy. What is the solution?

Perhaps this problem will be solved in discussions in the workshop and on the ski-slopes during our long winter.

T. R. BEASLEY