

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.

Audette Sets 300 km. Speed Mark

On May 26th Julien Audette of Regina, Sask., soared his Schweizer 1-23G sailplane around a 203-mile triangular course at an average speed of 40.8 mph. Since this exceeds the Canadian national soaring record of 32 mph for speed over a triangular course of 300 km. (186.4 mi.), he is filing for a new record in that category.

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

First of all we would like to apologize and correct a mix-up of names in last month's *Soaring*. Our secretary's name is not T. Fowlie as mentioned, but Joe Fark, 36 Malibou Rd., Calgary. Due to the increase in membership and with the many new names and faces this unfortunate mix-up happened.

During the winter months John Jobagy was building and redesigning a Cherokee II. What he got is a crossbreed of Cherokee and BG-12. To be honest, because of the BG fuselage and identical canopy it looks more like a BG. Wings and ailerons are modified Cherokee design, ailerons are off-set and hinged. The ship was finished May 1st and, to make a long story short, Jobagy built himself a "Baggy Joe." The empty weight with oxygen equipment is 400 lbs. and wing area is 127 square feet. On the 12th, 13th and 14th of May the builder did the test flying which turned out to be better than expected.

For the long weekend in May (19, 20 and 21) about 12 of our club members with the club's 1-20, Bill Thudium's BG-12 and the just-finished "Baggy Joe" followed an invitation of the Red Deer Soaring Assn. to attend a meet at Innisfail. A Club with only 6 members put on a terrific show; organization was "the most." Hats off to these hard working people who are

real gliding disciples in their area and thanks a lot for their effort. An estimated crowd of 3000 spectators enjoyed especially the aerobatics of Julien Audette in his 1-23G and Ross Grady in a Viking 104.

Just about everyone enjoyed a good ride. On one flight with Don Meiken at the controls, the club's 1-20 outclimbed Audette, Thudium and Jobagy in a good thermal. Don got to 9000 feet and had a 2½-hr. flight out of this one. The new crossbreed of Cherokee proved to be a good sailplane. Different pilots flew in it during the first two days for over 5 hours altogether, but the air was too rough for real testing. On the last day of the meet, Jobagy made an attempt to fly home to our club base in DeWinton (about 100 miles) but squall conditions forced him to land after 3½ hours and 40 miles from take off. Silver height and distance were accomplished. All who participated in this meet look forward to a repetition next year.

Another group of the club did a number of training flights with our 1-19 on winch and car tows in DeWinton during the long weekend. All in all, May has been a nice beginning of this year's soaring season.

Chief Flying Instructor A. Kohlfuerst was able to make arrangements with the RCAF Station Commander to have our club participate in this year's Air Force Day, June 2nd, at Lincoln Park.

SIG SCHOLZ

Edmonton Soaring Club Box 293, Edmonton, Alberta An SAC Member Club

On the weekend of May 19-20th, we joined the Cu Nims of Calgary and enjoyed three days of fine western hospitality as guests of the Red Deer Soaring Association. A large crowd of spectators gathered on Sunday to witness a display of aerobatics put on by Ross Grady in a Viking 104 and Julien Audette in his 1-23G. Ross attempted to break the sound barrier in a 140 m.p.h. passover. This was an impressive display of the Viking's penetrating powers.

Saturday evening Julien Audette gave a fascinating talk on soaring. Julien is among Canada's top soaring aces.

On the last day of the meet, Ken Lewandowski made a 5:41-hour flight to a declared goal in a Cherokee II. In the past Ken has always had long flights but was always down 5 or 10 minutes short of that elusive 5-hour goal.

This year our club is fulfilling some of its most ambitious plans. The most important is the purchase of a 1-26. At this writing, Ross Grady, Roy Olsen and Don MacDonald are driving to the Schweizer plant to pick up the 1-26 and trailer it back to Edmonton.

Much to our embarrassment our hangar blew down this spring and this must be rebuilt. We've also been given a large building for a club house. This must be moved 25 miles to our field. During a long, long winter we recovered our Auster and overhauled the TG-2. Four more private gliders will be added to our already crowded field. So this year it's work and fly, a lousy mixture but a must for any club.

MAL JONES

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

It was our turn this year to hold the Quebec-Ontario Soaring Meet, an annual Victoria Day weekend event alternating between GGC and the Montreal Soaring Council. Our Pendleton base was a lively place with seven visiting sailplanes (and their pilots and crews) from three clubs: MSC, Buckingham Gliding Club and Aero Club Harmonie of Toronto. ACH's Willi Deleurant won both contest days in his L-Spatz and carried away the trophy made and donated by Glenn Lockhard.

The weather was good on Saturday and Monday, with only local soaring on Sunday. Saturday's task was to Morrisburg and return, 82 miles total. Willi covered 71 miles. On Monday he had a chance to fly home as a course was set to Brockville and thence on a line through Oshawa. He reached Brighton, 177 miles, far beyond his nearest rival.

The route Monday followed the Thousand Islands and the St. Lawrence Seaway and the scenery alone was enough to justify the committee's choice of task. A nearly cloudless sky and perfect visibility added to the effect, and the Adirondack Mountains to the southeast formed a perfect backdrop.

Walt Piercy of the Queen's Gliding Club, Kingston, played host to several retrieving crews passing through the Limestone City.

Detailed scores are listed in an accompanying table.

A number of other good flights have been made this year. Norm Tucker soared his Skylark to St. John's, Quebec, 90 miles southeast. Glenn Lockhard soared to a goal, Gananoque, 90 miles southwest. Silver Badge distance legs have been registered by "Chem" LeCheminant, Alf Waymann, John Soulsby and Gene Lauzon. John Soulsby also made his five hours on another day. He, Chem and Gene have applied for their Silver Badges. Chem had often exceeded 50 km., but had lacked proper documentation until his recent flight from Pendleton to LaChute. All these flights were in 1-26 ZDP except Norm's. Duncan Marshall kept the Grau-

The all-fiberglass Viking 104, a beautiful sailplane done up in yellow and red, as it appeared at the Red Deer Soaring Association's Victoria Day Meet.



John Jobagy in his "Baggyo" starts a take-off roll. Very nicely finished in gold paint, the ship mates a Cherokee II wing to a BG-12 fuselage and empennage.

