

A few scattered Cus in the area indicated that thermals were present. The first one brought me back up to 11,000 feet near the Alberta-Saskatchewan border. Several lenticulars were noticed north of my course and I made the mistake of heading in that direction; first thing I knew I was down to 4,000 feet, which was less than 2,000 feet above Maple Creek, Saskatchewan. Fifteen or twenty minutes were spent just hanging on until a reasonable thermal gave me a lift to 10,000 feet; two more thermals took me past Swift Current and finally past my Diamond distance. Another good one gave me hope of breaking the existing Canadian distance record of 332 miles, held by Charles Yeates, but hope soon faded as I descended to less than 1,500 feet above a very hilly area near Parkbeg with no landing fields for miles around. Continuing on course in the hopes of stretching my glide far enough to reach a suitable landing area, I ran into another dry thermal which I gingerly worked up to about 7,500 feet. This was my last real lift and my final glide carried me to a landing alongside No. 1 Highway, ten miles east of Moose Jaw, approximately 30 miles short of Regina, for a total distance of 395 miles from release point. The landing was seven hours and fifty-five minutes after take-off. The distance has been reduced to 374.5 miles to adjust for height loss from release to landing. A call back to Cook's brought my crew of sons, Bob and Douglas, to pick me up three hours later.

My average ground speed from release to landing was 51.8 mph and from maximum height to landing it was 58 mph. I estimate the upper winds were not any more than 20 to 25 mph, and even less at low altitudes.

Apparently, when Doug returned from my release, considerable discussion took place amongst all the pilots at the field and the consensus of opinion was that conditions were not suitable and that I would soon be back. So everyone dismantled their sailplanes and set course for home by car and trailer. My crew were undaunted and I'm pleased I did not fail them.

Again, I wish to express our sincere appreciation to our wonderful hosts, the Cook family, and also to the weather office staff in Pincher Creek and Edmonton.

Everyone realizes that a story such

as this could not be written without the able assistance of a good tow pilot, and I am sure that everyone is starting to respect the ability of our congenial wave sniffer, Doug Currie, and I take this opportunity of thanking him for his wonderful effort in starting me on this flight.

## 1962 CANADIAN NATIONALS

The 1962 Canadian National Soaring Contest will be held in Regina at the Municipal Airport, July 3 - 12 inclusive.

The Saskatchewan plains area produces some of the best soaring conditions on the Continent, as well as affording ideal landing areas away from the airport with excellent roads to facilitate retrieving.

Operations from the Regina Airport are second to none, from a grass area that does not conflict with powered traffic. Complete meteorological facilities are available from a Department of Transport office located in Regina's new modern, terminal building.

All the facilities of the Regina Flying Club will be available through the courtesy of the Club manager, Mr. Fred Nagel, which will include a modern clubhouse with eating and lounging facilities. Limited living accommodation will be available at the airport, also. It is expected that fifteen to twenty pilots, with their sailplanes, will be converging on Regina from all across Canada to compete.

A minimum of three tow planes will be available.

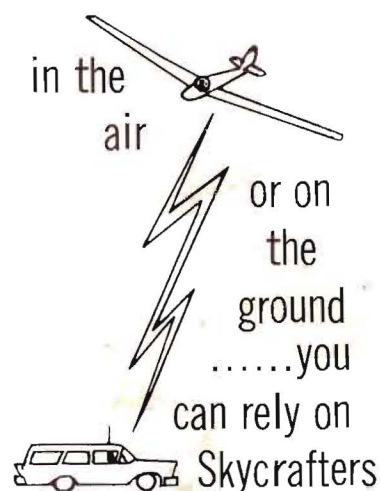
As it is impossible to contact all interested people individually, it would be appreciated therefore if these people would contact the undersigned by mail, immediately, that they may be put on our mailing list.

The Regina Gliding and Soaring Club, host of the Contest, extends an invitation to all our American friends to attend and compete, or visit.

H. L. Townsend  
Contest Chairman  
2636 Wascana Street  
Regina, Saskatchewan

## 1-23H SPEED CURVE

Dale S. May, owner of a Schweizer 1-23H sailplane, has obtained from the manufacturer an optimum speed-to-fly curve for the 1-23H and offers to send copies of it to any 1-23H owner who requests one. Dale's address is 608 S. Can Dota, Mount Prospect, Ill.



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