

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.

SAC News

Audrey Price is doing very well as our new SAC Secretary. Members will have received, some time ago, a summary of the Annual Meeting; an assortment of useful information; and various forms for your convenience.

A last-minute change resulted in Bob Murray's new address going opposite Wolf Mix's name. Wolf is still at Apt. 405, 56 Eccleston Dr., Toronto 16; Bob has moved to 2422 Ryan Dr., Ottawa 3.

Club correspondents needn't be too frightened about not getting their news in to your obedient servant in perfect shape, etc., but I appreciate Terry's injunction on my behalf and trust that correspondents will simply continue doing as well as they can, which is very well indeed in most cases. Even a few lines are always welcome and they will keep your club represented in the pages of *Soaring*. Photos should be glossy, sharp, and not too small. Identify everyone in the photo, who took it, location, etc.

How to get your badge sooner: Double-check the application; print or type; address to: S.A.C., Box 2006, Stn. D, Ottawa 4.

D. KING

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

As is usual at this season, the doings at Pincher Creek are the big news. Julien Audette's record flight is rescribed in another item. He capped his many accomplishments by winning the first "CF" Diamond badge, with a 395-mile flight on a day that others had given up as hopeless.

The annual get-together at the Cu Nims' wave site at Cook Field, Pincher Creek, was enjoyed by pilots and crews from points as far apart as Seattle and Saskatoon. Six sailplanes and two tow-planes were on hand. George Redzich of Saskatoon brought his Fauvel AV-36, repaired following damage in last year's Easter wave hunt. Al Wilson of Seattle with his Weihe and Ed McClanahan of Richland, flying his 1-23H, represented the Evergreen State, together with their crew members—Jim Hard and Don Brown with Wilson. The Edmonton TG-2, Cu Nim's TG-3A flat-top, Bill Thudium's BG-12A, George LeMay's Tiger Moth (ex-Cu Nim tug), and the Regina Super Cub rounded out the assortment of aircraft — all of different types! Club delegations included (to name a few) Ross Grady, John Pomietlarz, Rudy Zarudski, Jim Reid, Roy Olson and Bill Harry from Edmonton; Doug Currie and Julien Audette and sons Doug and Bob, from Regina (also Jim Gibson and Herb Schlotter the previous weekend); Adolf Kohlfuerst, Gord and Dora Fryer, Al Foster and others from the host club; and the above-mentioned United States visitors from the Seattle Glider Council and the Columbia Basin Soaring Association.

Meanwhile, back at our "close-in" field at DeWinton, activities started on April 29th, with training and check-out flights. The club Auster was not quite ready for service and George LeMay allowed the use of his Tiger Moth. The 1-19, 1-20, and TG-3A are flying. (Note — that L-K in the Sept., 1961 issue is a TG-3A!)

The club has ordered an L-Spatz and its arrival is eagerly anticipated. A high-performance ship of this type should increase interest greatly among our soaring pilots. Chief Instructor Adolf Kohlfuerst has an intensive training program mapped out for our 25 beginners.

The officers for 1962 are: W. Hillen, President; Bill Thudium, Vice-Pres.; T. Fowlie, Secretary; R. Basshart, Treasurer; and CFI Kohlfuerst, who also does a tremendous job in handling public relations. SIG SCHOLZ

Montreal Soaring Council, Box 1082, St. Lauret 9, Montreal, P.Q. An SAC Member Club

Throughout the winter months a few hard working members have been overhauling the Council 2-22 and 1-26 in our workshop at Canadair Limited.

From the end of March, members have been working on Council equipment at Hawkesbury. On the weekend of the 15th April CFZDL, the Skylark II, now solely owned by Dave Webb and Ben Price, took to the air after long and arduous periods of repair work. This aircraft suffered major damage in the Canadian competitions in August 1961.

On Good Friday our soaring commenced with many of our newer pilots doing fine soaring flights in the 2-22. Ben Price soared to Mexandria via Pendleton and back to Hawkesbury, and reported that his peak altitude was 7800 above ground, in clear air. Saturday was also a very fine soaring day with the 2-22 at 6000 ft. However gusty wind conditions around 2:00 P.M. caused Ted Henderson a few anxious moments in CF-EXE, one of our Tiger Moth tow planes. The Tiger had a wing and propeller damaged as a result, and we were fortunate that this incident was not serious and no injury resulted.

At the Annual General Meeting February last, the membership almost unanimously voted for the acquisition of a Piper 150 HP Super Cub. An aircraft has been located and purchased. This aircraft, CF-OFB, should be operated at Hawkesbury by the end of May.

Improvements to the club house will keep in step with flying equipment improvements. Crushed stone is to be laid around the club house and the last phase of our wash and toilet facilities has been undertaken. A survey is underway for possible septic tank systems. It would appear that these facilities will be greatly appreciated as our outdoor privy blew over recently!

The clubhouse committee has organized a party once a month this year. The Annual Victoria Day Soaring Competition will be at Pendleton this year, five private and club aircraft are expected to compete.

L. GORDON HICKS

Moose Jaw (601 Wing) Soaring Club Moose Jaw, Sask. An SAC Member Club

It has been found possible to purchase a new Schweizer 2-22C trainer rather than Bob Shirley's L-K as earlier planned. The money has been raised by a \$1,500 loan from 601 Wing, Royal Canadian Air Force Association. This has been loaned for a period of five years, interest free. The remainder was raised by a loan from the bank with each member signing a note or paying \$100.00 advance flying fee. At this writing, the glider is waiting at the factory and only waits the registration letters from DOT. It is expected that training will start the next long weekend, which is May 19-21.

The Club now has extensive use of a Champion tow plane with 140 horse power. This plane has been bought by Rigby and Georgia Stamison and will be leased by the Club with a portion of the tow cost going toward the purchase price if it is decided to buy the tow plane.

It is also likely that the Club will lease the L-K to be used for power pilots for their advance training and soaring. This will leave the 2-22 exclusively for training.

Several members plan to take the weekend of May 5-6th off and take in the opening day activities of the Saskatoon Soaring Club at Colonsay. This will be an opportunity for the members to watch a



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