

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

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Soaring Association of Canada
77 Metcalfe St., Room 902
Ottawa 4, Ontario

F.A.I. Awards

SILVER C BADGE

92 - Norman W. Eley

C BADGES

468 - Vilnas A. Budachas
469 - D. Hardy Nelles
470 - H. Martin Jurgeit
471 - Siegfried H. Scholz
472 - Norman D. Eley
473 - Douglas M. K. Muir
474 - Arthur L. Eley
475 - Adrian G. J. Laenen
476 - Douglas K. MacDonald
477 - David T. Kornbeck

DIAMOND C LEG

Altitude: J. R. Cheston

SILVER C LEGS

Altitude: H. Martin Jurgeit
Adrian G. J. Laenen
Siegfried H. Scholz
Duration: H. Martin Jurgeit
Adrian G. J. Laenen
D. Hardy Nelles
Piet Van Dyken

Aero Club Harmonie, Inc. 410 Sherbourne St., Toronto An SAC Member Club

From Toronto we are happy to report a most successful flying season from May 7th, 1961, to November 20th, 1961. Safe and accident free, it had a total of 1862 take-offs and 332 hours flying time. At the moment we have four Club ships and two private.

Our Schweizer 1-19 will need some overhaul as well as our Doppelraab which, as our "workhorse," carried the main bulk with 1072 take-offs and 119 hours. The truck engine of our winch will have to be exchanged and another cable retrieving vehicle obtained.

We have rented the farm from which we do our flying for another three years. It

will cost us very little since we were able to lease it very favourably to an interested farmer.

Willy Deleurant will again be President of our Club, and Dieter Kiklas will continue as C.F.I.

Needless to say, we are looking forward to the new flying season and we hope we will have as much fun as we had last year.

H. SCHNITZLER

Gatineau Gliding Club P.O. Box 883, Ottawa An SAC Member Club

We have to record four deaths within three weeks. One in a flying mishap and three in a motor accident.

Rod Rickards, a pilot with Ottawa Services and a GGC member, was pilot of an Apache which collided with a mountain in New Hampshire about midnight, Jan. 24th, on a charter flight from Boston to Ottawa. The copilot and the only passenger also died.

Another member, Constable David R. Bush, R.C.M.P., was killed in an auto accident with his wife Joyce (nee MacWilliams) and their daughter Leslie Jane, five, January 9th, near Louiseville, P. Q. They had no other children. They were driving home to Pembroke, Ontario, after visiting Dave's parents in Shawinigan, P. Q. Dave had been transferred by the Mounted to Pembroke in November but hoped to continue soaring a little later on. Both joined the club in the fall of 1960. Dave was near the solo stage when he was transferred. His enthusiasm, good nature, and good sense made him one of our best-liked members.

Rod leaves a wife, Barbara, and a son, Stephen. Barbara has been helpful to the S.A.C. at times handling overloads of clerical work. They were married in 1960, and were highly thought of in the club and in local flying circles. Rod's full-time job was as an air traffic controller at Ottawa Airport. He had not been active with the club lately owing to his work.

We also extend our sympathy to the wife and five children of John Rhude, the copilot of the Apache and operations manager of Ottawa Aero Services.

We are happy to report the arrival of two future soaring champions — sons of Leo and Lois Smith and Mr. and Mrs. Alf. Waymann.

A number of club Instructors' Manuals have been sold as a result of the notice appearing in a recent *Soaring*. We find that the postage runs a bit high, though, and would therefore ask that 16¢ be added to the \$1 for this purpose. Money orders should be made out to Canadian funds, to save yourself a few cents exchange.

C of A of Tiger Moth EMT is coming along well. New Irish linen is now going on the wing panels (all four of 'em), in the club's rented shop. The fuselage is being gone over in Glenn Lockhard's garage. A pair of Pratt-Read wings are the next item of business for a suit of Grade A. We propose to have two of these trainers going in the spring, as well as two tugs, to shorten the waiting lists and for insurance in case of one P-R or Moth going on the fritz for a while. This happens only when all the members turn up on the same day as the cumulus are popping all over the sky.

DAVE KING

Glider Council of British Columbia 4576 Neville St., So. Burnaby An SAC Member Club

At the annual meeting of the Glider Council of B.C. at Vancouver in January, the following officers were elected: Chairman, Gordon W. E. Brown; Treasurer, "Scotty" (L.E.) Hobson; Secretary, Frank Dashwood; Directors, Gordon Crofton and Peter van Gruen; appointed in charge of the Auster Towplane, Russ Yard.

Five machines were flying during last year, the Council's 2-22 and, privately owned, a 1-19, BG-12A, Fauvel and L-K. The latter was badly damaged in June and a complete rebuild is being performed. Work on a hangar at the new field in Haney is well along, with work parties steadily improving the drainage and building up a raised take-off and landing strip. One student was licensed during the year and one pilot qualified for Silver C.

A highly successful meet was held at Princeton on Labor Day, and a number of excellent soaring flights were made. At the close of the last day the Council's Auster towplane suffered an engine failure during take-off and some \$400 worth of damage was inflicted. Repairs on the Auster are now well along, and together with the winch, expectations are that a great deal more flying can be done in 1962.

Members of the Council took part in four expeditions during the year, to Kamloops to take part in an air show, to Wenatchee in July with the BG-12A and Fauvel to attend the Pacific Northwest meet, to Hope in July with the BG-12A to take photos in the air used in a feature article in the magazine *Plywood World*, and to Princeton on Labor Day with four machines.

Three new sailplanes are under construction and should be flying some time in 1962, a Cherokee II, Skylark and L-K "special."

FRANK DASHWOOD

The Briegleb BG-12A sailplane built by Peter van Gruen being wheeled out for its first flight at Abbotsford, B.C. This ship was featured in a number of articles on soaring and wooden sailplane construction in the summer issue of "Plywood World," quarterly publication of the Plywood Manufacturers Assn. of B.C.

