

# 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.

## Wave Expedition at Pincher Creek, Alta., Oct. 6, 7, 8, 1962

Another successful soaring week end has been completed at Pincher Creek. Pilots attending were Frank Woodward of Seattle, Wash., with his Ka-6; Al Wilson of Seattle, Wash., with a Weihe; Ed McClanahan of Richland, Wash., with his Schweizer 1-23H; Ross Grady and Don McClaughlin of Edmonton with their BG-12; Roy Olson of Edmonton with a 1-26; Walter Hillen, Calgary Cu Nim President, and Jos Fark with a TG-3A; Bill Thudium of Calgary with a BG-12; Harold Townsend of Regina with a BG-12A; Harold Eley of Regina and Wilbur Eley of Colonisay with a Schweizer 1-26; Bob Shirley of Moose Jaw with an L-K; and Julien Audette of Regina with his Schweizer 1-23G. Quite a large number of members from the various clubs were present and helped in many ways (crewing, etc.) to make this weekend successful. Nearly all pilots had their wives and families with them. There is no doubt as to their enjoying the weekend, and that is the kind of spirit that will help soaring become a family sport.

Bill Yankewicz and his wife, Tannis, motored all the way from Winnipeg, Manitoba, to observe and help us during the whole weekend. This experience should assist them to foster soaring in Manitoba. Both have received their Glider Pilot Licenses at the Virden Gliding Club.

The Calgary Cu Nim Club had their tow plane available with Ralph White as tow pilot. The Regina Gliding and Soaring Club Super Cub was ably flown by Don Green and Doug Currie.

Wave conditions did not develop to their best, so as to permit flights to establish new records, but in any case, several good wave flights were made, most of these with no indications of lenticular clouds.

Ross Grady earned his Diamond altitude leg with a flight to 26,600 ft. MSL on his altimeter. His height gain of approximately 20,000 ft. was the best during the week end.

Harold Townsend, Wilbur Eley, Don McClaughlin, Ed McClanahan and Bill Thudium also made flights in the range of 26,000 ft. MSL. Harold and Ed already had Diamond altitude but Don, Wilbur and Bill

are having barographs calibrated to determine whether or not they made the necessary gain of 16,404 ft.

The highlight of the weekend was on Sunday afternoon when our gracious hosts, Alvie and Mrs. Cook sponsored a barbecue which was most delicious and enjoyed by approximately 250 persons. The field was buzzing with aircraft, sailplanes and cars all day, and this was the largest turnout we ever had to watch our operations.

Another year of wave flying at Pincher comes to an end, and we would like to take this opportunity to again thank the Cooks for their generous hospitality in making their facilities available to us.

Our thanks also are expressed to our most co-operative weather officials at the D.O.T. Weather Office in Pincher Creek, and forecast office in Edmonton.

See you all again at Pincher Creek in 1963!

JULIEN J. AUDETTE

## Buckingham Air Show Very Successful

A local paper heads off its report of the show like this:

"There were periods when the traffic on the ground and in the air was somewhat dizzying. But the traffic controller standing on the ground with his red and green flags managed to keep everything moving in an orderly fashion and there were no bent wing-tips or tailplanes suffered during last Sunday's Air Show, organized by the Buckingham Gliding Club."

This was the tenth air show of the Buckingham club. Despite a chill in the air and a completely overcast sky, which at times offered a threat of rain, a great number of people were at the field to see the gliders, airplanes and a helicopter in operation.

Two unexpected exhibition numbers were added to the program at the moment they went on. The first was a most beautiful flying formation of four planes symmetrically placed about a Super Cub towing F. Finke's L-K arriving via air from St. Jerome. At the break-up (release), two parachuters dived out and made a spot landing. This was indeed very colorful and highly appreciated. Doug McCormick was here with his Fauvel and again we quote the local paper: "The performance of the Fauvel was beautiful to watch as its pilot wheeled and soared with the skill of a master over the small airfield with thousands of eyes following his manoeuvres." The new 2-22C of the local club made a number of flights and was admired by all both on the ground and in the air. Raymond Bastien's Ka-6 along with F. Finke's L-K took care of the aerobatics. In the meantime two Skyhawks and a helicopter were engaged in non-stop flying taking up passengers anxiously waiting on the ground for their turn. Bernard Mannion and Jean Paul Vaillancourt had the Moth going all afternoon. All in all it was a very good, old-fashioned show and already many are talking about the one next year.

Jon D. Carsey

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something less than expert knowledge of the graphic arts. But under his drive and leadership, this magazine took on a new look; was timely published and has come on now to its preeminence in aviation publication.

Jon was, of course, a frequent contributor to *Soaring* and to other aviation publications, here and abroad.

Until 1952, America had never sent a team into a World Soaring Championship. That year Jon organized the team and the financing for our entry in Spain. He personally led our team there to our first and creditable appearance in a World's.

He was one of the more enthusiastic organizers of the First Odessa Records Camp in 1951. It was during this effort that Richard Johnson so brilliantly set the present-standing world distance record of 535 miles. No mean soaring meteorologist in his own right, Jon had carefully studied the weather in the area on this and the days previous. He urged the participating pilots to all-out distance on this day. The results are in the record books. And they might not be there but for men like Jon Corsey.

As President of SSA, Jon, along with Mrs. Mary Carsey, visited with nearly all soaring clubs and groups in America. Also they saw something of similar groups in their extensive travels abroad. I would presume that no other President, officers or member of SSA has ever personally visited so widely with soaring people.

The home of Jon and Mary for so very many years, and especially their estate at 8318 Inwood Road in Dallas, was truly the "Mecca" for soaring people. I would guess that over a period of some twenty years, no other private home and family hosted so many soaring folk. This went both for house guests and gala social occasions as well.

Jon was the deserving recipient of countless honors in soaring; many trophies, plaques and awards, including, in 1961, a special soaring plaque and election to the Helms Soaring Hall of Fame in Los Angeles, California; and in 1952 the greatly cherished Warren E. Eaton Memorial Trophy by SSA in recognition of his special contributions to