

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.

Moose Jaw (601 Wing) Soaring Club, Box 665, Moose Jaw, Sask. An SAC Member Club

August started off by moving our operation to a disused airport at Mossbank, forty miles south of Moose Jaw. A fine job was done by the Mossbank members in spending two days clearing weeds from the runways and moving bales of hay from the approaches and edges. The first Sunday was family day ending with a wiener roast. The weather proved unsuitable for extended soaring but several Associates had rides and the Club obtained a new member. Unfortunately the operation ended on Wednesday when a student landed downwind and bent both wing tips. The damage wasn't extensive but required removing the wing-tip fabric to straighten the tubing and one wing tip spar.

The accident happened when the pilot failed to notice a wind change after a flight of one hour because the wind sock was wrapped around the pole.

During the month 44 flights were put in, totaling 14 hours. Avery Sahl, our flying farmer, did his first solo. Our new member, Harold Gronsdahl, joined but hasn't had a chance to start training due to the accident, and because the tow plane will be away for three weeks.

On Wednesday, Aug. 1st, Bob Shirley established a 100 km. Canadian multi-place triangular speed record with the LK-10A with a flight starting at Mossbank

with Crane Valley and Assiniboia as turning points. Passenger was Barry Green. It took over one hour to do the first 22-mile leg in clear air and a slight drift. Cloud was picked up five miles past the first turn, and a good Cu at the second turn gave them 12,000 feet which resulted in a 22-mile glide home, in clear air, in 14 minutes. Oh yes, the average time was a grand 29 miles per hour, nearly.

R. D. SHIRLEY

Southern Ontario Soaring Assn., Box 172, Brantford, Ont. An SAC Member Club

Whoooo! This has been an active season so far! Flight no. 2000 was launched on Sept. 1st, indicating that 1962 could be a record year at Brantford.

Late in the summer several pilots officially proved soaring is possible by earning their C Badges. The group included Dr. Kruspe, Ior Dydik, Andrew Sorley, Peter Trounce, Reg Street and Eric Ketonen. Meanwhile, Dave Hunter, an ab initio early this year, completed 3½ hours in a 1-26 the first time he tried for Silver duration. Spurred on by such activity, Guy and Pat Newman plus Hans Peuken chose a likely day and completed their 5-hour duration legs en masse.

More experienced pilots headed for the usual Diamond goal, Elmira, N. Y. Don MacClement set the pace while Vic Fenn, John Kelley and Jim Carpenter completed the same on August 18th. Paul Schweizer's hospitality is well known and appreciated, but SOSA pilots surely take advantage of it when they make the trip three at a time.

On Sept. 3rd, Kai Gertsen flew 106 miles from the Rochester club's site at Batavia to Brantford to create history. This was the first flight made against the stream; that is, from New York State into Canada. It's hoped many more pilots will follow his route.

Saturday evenings have become well-attended social occasions at the Clubhouse. Steaks cooked over charcoal, baked pota-

toes and tomatoes, plus red wine, have become a favorite menu. Rumour has it that the club's glorious employee, Barry Gelder, may have to add cowboy chores to his long list of responsibilities. Members wonder if they couldn't grow their own beef on the grass areas of the airfield.

Do visit us whenever you are in our vicinity.

CHAS. YATES

Gatineau Gliding Club Box 883, Ottawa 4, Ont. An SAC Member Club

The Labour Day Meeting at Pendleton was remarkably successful considering the unfortunate scheduling of Operation Sky Shield on Sept. 2nd, 3:00 to 8:30 p.m. Seven sailplanes entered the contest. Saturday was rained out, but very fine soaring prevailed for the other two days. On Sunday the event was St. Eugene and return, 64 miles. Four finished, the others landing where they could before the deadline. Winner was Stan Rys in a Foka Standard. On Monday Willi Deleurant of the Aero Club Harmonie, Toronto, won a 200-km triangle in his L-Spatz. The Foka, piloted by Glenn Lockhard, was second, and won the meet. Three sailplanes completed the triangle around Cornwall and Hudson.

Chris Thompson, chief flying instructor, was guest of honour at a barbecue preceding his recent marriage. His brother Phil, a long-time GGC member, was visiting from England. We were glad to see Phil at the controls of the P-R again.

Four other bachelor members have taken the plunge this year, also: Jim Butler, John Chesbrough, Hugh Graham and John Johns.

The Grunau 2b has been sold to Bev Woslyng of Cardston, Alberta. Bev and a friend brought the Cu Nims' TG-3 trailer from Calgary and carted the Schneider-built veteran away.

DAVE KING

Viriden Flying & Soaring Club Box 513, Viriden, Manitoba An SAC Member Club

Just a note to advise that the Viriden Flying and Soaring Club has been accepted as a member club of the Soaring Association of Canada. The Club flies a Cinema II, towed by a Champion aircraft of the Club, which operates a flying school and air service at Viriden, an oil centre in western Manitoba.

FAA DISCONTINUES LIMITED FLIGHT INSTRUCTOR RATINGS

FAA has discontinued issuance of limited flight instructor ratings as of May 24, 1962. Persons currently holding such certificates may exercise the privileges of flight instructors and may exchange them for full flight instructor certificates without a further demonstration of competence.



The Auster tug of the Cu Nim Gliding Club of Calgary being run up by Gordon Fryer after overhaul and modification.