

One never leaves Pincher Creek without being thankful for friends such as the Cooks whose generosity and encouragement knows no bound. The help of all weather office personnel in Pincher Creek, Edmonton, and Regina is much appreciated, although they may feel they let us down in not producing conditions that we require. This is not true, as apparently our problem is having our long weekends at the wrong time. We can only say, "wait until next year, the waves will be stronger and higher than ever."

We missed our Edmonton and Washington State friends this fall, and hope to see them all at Easter in 1964.

Having nothing spectacular to report makes it quite difficult to write a story of our trip, but I feel there is more to the sport than just breaking records, etc. It's being with your friends that counts.

JULIEN J. AUDETTE

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

This past October will be long remembered at Brantford for its consistent warm and sunny weather. Of the nine flying days during the month all but one or two produced reasonable soaring conditions. Several of these were "5-hour" days. Consequently nearly 400 flights were chalked up during the month bringing our total for the year to date up to around 3250, with hours pushing the 2000 mark.

Dick Ballinger took his Skylark to the Wave Soaring Camp at Sugarbush Valley in Vermont. He returned with his Gold badge completed, having reached 18,000 feet on one flight, and some hair-raising tales of the thrills, chills and spills encountered in this type of soaring. I expect some of our more daring members will follow his example next year. Dick's story was quite a revelation to me; I had always assumed that one had to go west for this kind of excitement.

New, and not so new, gliders continue to arrive at Brantford with monotonous regularity. Willy McLaughlin is trying out his Skylark 4 which sports the somewhat indelicate registration "PNU." There is a rumor going round that he obtained that particular arrangement of letters to infuriate mere Ka-6 owners when he sits above them at the top of a thermal! Ian King, Peter Trounce and Hal Wernerberg have bought the Ka-3 from Ted Bieke of the Toronto Soaring Club. This glider, which can only be described as "cute" is probably the only one of its type in North America. Ian and Peter have ordered a Slingsby "51" so the Ka-3 will give each of them something to fly while his opposite number is up in the 15-metre ship.

As it will be mid-December by the time this appears I would like to remind all members to send in their dues for 1964 as soon as possible. At least let us know if you intend to be with us next year. Only if this is done can we ensure that you will continue to receive *Soaring* without interruption.

Elsewhere in this issue it will be noted that SOSA is offering its L-K for sale. Members of long standing in the club

may shed a few tears when "ZBA" departs. This sailplane has been with the club for over 15 years and looks better now than when we first got it. I am informed by Albie Pow that this particular L-K was used for research purposes by Dr. August Raspet in 1947, and was the first one to get the Parker Leonard molded "Bunny Nose" canopy.

ZBA and ZDG, our "old" 2-22, are being sold as part of our modernization program. We are hoping to purchase a high-performance two-place sailplane of undetermined type. For the last few weeks the directors have been going about muttering to themselves and each other about Ka-7's, Bocians, Capstans and Blaniks. If membership continues to increase we will probably need one of each!

All that remains is to wish one and all a Merry Christmas, and the hope that 1964 will see us get all the glittering badges that we just missed in 1963.

JOHN A. KELLY



The SSA sew-on emblem, 2 7/8 in. in dia., gold-yellow and white on blue, available for 65 cents each, tax included. Order from SSA, Box 66071, Los Angeles, Calif. 90066.

Stan Hall, designer of the Cherokee II sailplane, congratulates Mort Tyler upon completion of his maiden flight in his home-built Cherokee II at Hummingbird Haven, Livermore, Calif. Stan says Mort's workmanship is outstanding and his ship is unquestionably the most beautiful one in that part of the country. Two other Cherokee II's are at Hummingbird Haven, Stan's and Dudley Smith's. Some 43 have been built thus far, 34 that Stan has on record plus nine "possibles" yet to be confirmed. Stan would certainly like to hear from any builders who have not yet written him of their success.



In Memoriam

A tragic accident on 6 October 1963 took the life of Capt. Daniel M. Johnson, a member of the White Sands Soaring Association, Alamogordo, New Mexico. Capt. Johnson was a pilot with the 366th Tactical Wing based at Holloman Air Force Base, and was introduced to soaring at this location. He had soloed the club's TG-3A and was making his first flight in the Baby Bow-lus, an aero tow. Observers indicated trouble was apparent on the take-off roll which ended in disaster. It is expected that a complete report on the cause of this accident will appear in a later issue of *Soaring*.

Capt. Johnson was born 10 January 1934 in Ellensburg, Washington. The greatest desire of his life was to fly. He received his Wings on 30 March 1955, and accumulated 3200 flying hours. Capt. Johnson is survived by his wife, three children and his parents.

2 Soarings Needed

SSA needs copies of the Nov. and Dec., 1937, issues of *Soaring* to complete a set of the magazines which will then be offered in some way that will benefit the Society, perhaps a way you suggest.