

# 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 re-vamp them into items suitable for *Soaring*. "Letters to the editor" are invited.

## Junin Team Completed

Dave Webb of Montreal will compete at Junin in a Skylark 4 in the Open Class. He will take delivery of the ship in Argentina. As already reported, Wolf Mix and Charles Yeates will compete in the Standard Class in Ka-6's lent by the host country.

SAC president John W. Chesbrough and his wife Marguerite, who both soar with the Gatineau Gliding Club, Ottawa, will attend the meet.

Numerous offers to act as crew have been received and so Canada will have full representation at this year's World Gliding Contest, after passing up the 1960 meet.

DAVE KING

## Cu Nim Gliding Club Box 204, Calgary, Alta. An SAC Member Club

Hooray, hooray, the months of waiting and uncertainty are over. On Nov. 14th the club's L-Spatz finally arrived by rail (not truck as previously reported). Rene Bossart and Bill Thudium trailed the ship around to the Calgary Flying Club, where our monthly meeting happened to be in progress. Bruce Hae is storing the Spatz in his basement for the winter.

It was an eventful week. On Friday, Nov. 16th, we rented the hall of the German-Canadian Club 'Shangri-La' in Bowness for a club party and a marvel-

**In case the blackboard can't be read, this photo was taken during the Aero-Club Harmony's 2nd Flying Week at Belwood, Ont., July 28th-Aug. 6th, 1962. Persons present were Walter Herten, Steve Szoeggyen, Len Parker, Pete Ashton, Helmut Augustin, Karl Bunder, Hans Schnitzler, Herb Gruenewald, Ted Beyke, Bob Kurzwehnart and Dieter Kiklas. One of them must have been behind the camera. Two of the ships seem identifiable, a Schweizer 1-19 at left rear and a Bergfalke II/55 at right.**



ous time was had by all. It was a very successful night and rounds out the season nicely.

SIG SCHOLZ

## Gatineau Gliding Club Box 883, Ottawa, Ontario An SAC Member Club

1963 directors are Norm Tucker, president; Pete Nicholls, vice-president; Dave King, secretary; Gene Lauzon, chief tow-pilot; and Arland Benn. Other officers are Stan Rys, chief flying instructor, and A. O. (Shorty) Boudreault, chief ground engineer.

The Ottawa Flying Club generously let us use their clubhouse at Uplands (Ottawa airport) for our Christmas Party on December 15th. Marguerite Chesbrough and Graham Dell organized things and a good time was had by all. OFC president Doug Irving, secretary-manager Les Barrett and Mrs. Barrett were honoured guests.

Winter plans include finishing the overhaul of CF-EMT, our older Tiger Moth towplane, so we will have two tugs in the spring. Not too much remains to be done. Two tugs will be needed to handle the three two-seaters and seven single-seaters now on the field, plus any others that might come along—such as a Skylark 4 to be delivered about July to Eric Wimberley and Ed Laenen.

DAVE KING

## Harmony Aero Club, Inc. 4 Sun Avenue Scarborough, Ont.

As happens every year in late fall, once again we had to put our ships away for the winter.

The year's final walk of the airfield is always a sad thing for every glider pilot, but we may be certain that while numerous sailplanes are hibernating the world over, they are secretly dreaming of the days soon to come, when they can stretch their wings again to carry their jubilant and happy pilots up into the endless blue and closer to the sun.

Sentimental, nostalgic—yes, that is just the way we feel right now.

This summer we again had two flying

weeks. However, the boys participating during the first one were not too fortunate, since the weather left much to be desired. The second week was somewhat better, but also far from perfect.

During the past flying season we logged 1,370 take-offs and 269 flying hours. This is nothing spectacular, but we had some trouble with our winch. It is now again in good operating condition, after the necessary repairs have been completed.

Two of our ships are stored in Brantford during the winter and our thanks go to the boys of the Southern Ontario Soaring Association for their generous offer.

On December 4, 1962, our new Board of Directors was elected and put into office, as follows: Hans Schnitzler, President; Willi Berg (second term), Secretary; Helmut Augustin, Treasurer; Walter Herten, Technical Director; and Bob Kurzwehnart, C.F.I. Willy Deleurant, Dieter Kiklas and Alfred Hofmann will assist Bob as Flying Instructors.

If any of your soaring addicts should get near Belwood Lake during the coming flying season, please drop in. You will be most welcome.

We wish to take this opportunity to wish every soaring enthusiast a very happy and successful 1963 flying season.

HANS SCHNITZLER

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

THE SNOW CAME, and with the snow ended our first year of glider activities. The Club started operations on May 19th with the purchase of a new 2-22C and the use of a towplane owned by the Stamisons. While several of the members made one and two-hour soaring flights, without a variometer, the year was spent mainly in training new students. The records show a total of 439 aero tows for a total of 123 hours. The operations started with 20 members and gained three new members during the flying season plus twenty Associate Memberships.

We have three qualified Instructors, two holding Commercial Power Licenses and are Instructors in the RCAF. Of the remainder, four are ex-WW 2 power pilots and the remainder had no flying experience. Eleven members soloed, with only one member not doing any flying.

The Club has rented space, at a very reasonable rate, from the Municipal hangar at RCAF Station Moose Jaw, which is our operating headquarters. Permission has now been given by the Department of National Defense to operate off the RCAF landing strip seven miles from our headquarters. The Club did operate off an unused airfield, forty miles from Moose Jaw and with paved runways for two weeks during the summer. This period ended with a family wiener roast.

I would like to take this opportunity to thank every one for all the help given to the Club during our first year. I would also like to take this opportunity to extend our invitation to any of you to pay us a visit any time you are passing through Moose Jaw.

BOB SHIRLEY, President