

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.

FAI Badges

Silver Badges

104—M. D. Stoten
105—Wilf B. Jonah

C Badges

493—Alfred E. Bull
494—Robert E. Keir
495—Georgia R. Stamison
496—Rigby J. Stamison
497—Ralph S. Heard
498—Andrew Sorlie
499—R. Ian A. McDougall
500—Robert J. Audette
501—S. R. Easson
502—Donald F. MacDonald
503—Gordon W. Prest
504—Herbert Grunewald
505—Stephen Szoegyen
506—Hans Schnitzler
507—Richard F. Manini
508—Arland E. Benn
509—Garth Scheib
510—Roy T. Clarke
511—William F. Roach
512—Wilf B. Jonah

Diamond Leg

Goal: Victor M. Fenn

Gold Leg

Distance: Victor M. Fenn

Silver Legs

Rigby J. Stamison—Alt.
Ralph S. Heard—Alt.
Herbert Grunewald—Alt., Dur.
Robert R. Kurzwehnart—Alt., Dur.
Karl Bunder—Alt., Dur.
Walter Herten—Alt.
Theodore Beyke—Dur.

A Schleicher Ka-6CR sailplane being flown by John Kelley, CFI at Brantford, Ontario.

Photo by H. M. Jurgeit



Processing of Badge Applications

It is regretted that there have been delays in dealing with Certificate and Badge applications.

Mr. R. Van Humbeck has been very busy taking a training course with the D.O.T. towards changing his job and becoming a full time meteorologist; he has therefore found it difficult to keep up with the applications that have been coming in.

I am sure that you will all be pleased to hear that Ralph has now completed his course and hopes to catch up with any outstanding applications in the near future.

In order that a check can be kept on the incoming applications, and to provide a permanent address for future applications, it should be noted that applications are to be sent to:

F.A.I. Awards Committee
Soaring Association of Canada
P.O. Box 2006, Station D
Ottawa 4, Ontario.

There have been several changes to the F.A.I. regulations since Amendment #1 was issued. However, an up-to-date Amendment list will not be forthcoming until after the spring, 1963, F.A.I. C.V.S.M. meeting, so those with copies of the Official Observers Bulletin should keep them corrected by noting the changes as they are announced in *Soaring*. Now that the Bulletin has been in use for a couple of years there may be some constructive ideas for its improvement; if so do please let me know.

T. R. BEASLEY, *Chairman*
SAC FAI Committee

Montreal Soaring Club Box 1082, Montreal 9, P.Q. An SAC Member Club

Our hangar doors are closed; inside, protected from the Arctic blasts, are stored the 15 aircraft associated with the MSC. They logged more flights and hours in '62 than ever before. It has been a good year to us—we finally replaced one aging Tiger Moth tug by a Super Cub and obtained the use of a second 2-22. Henri Chabot and Garth Scheib purchased an L-Spatz to bring our privately-owned fleet to seven. We

completed numerous projects, such as lavatory facilities, electric refuelling pump and crushed-stone apron. Membership (with family members) climbed to 130 for a 10% annual growth rate over the past 5 years.

In 1963 we hope to sell our last Tiger Moth, buy a Super Cub and plan for a high-performance two-seater. Already our chairman, Oscar Estabany, has been talking of extending our hangar which was only erected in 1960. The various groups within MSG—the Canadian Gliding Club, the private owners, etc.—are jointly involved in these expansion plans.

MSC trained over 30 new members in '62 and produced one Gold Badge, 6 Silver Badges and over 15 C's. The three 1-26's have done most of the performance flying. The Breguet 905 has once more been flying with us. Dave Webb, our CFI, will represent Canada in the Open Class in Argentina flying his new Skylark 4, owned jointly with Ben Price.

Visitors to our site will testify to our social life. Every Saturday night after the hangar doors are shut can be heard the blare of hi-fi and laughter. The ladies have done much to keep up the spirit of the club by organizing such parties and encouraging a family-type atmosphere for all.

In 1963 we hope to sponsor one or two regional soaring meets and even the Nationals. We feel that good accommodations in Hawkesbury, a town of 6,000, and good soaring country for 300 km. to the east and for over 500 km. to the northeast, give our site a national advantage. With Montreal and Ottawa each only 60 miles away, soaring pilots would have an additional argument for families to come to Hawkesbury. Look for further news from us.

Happy New Year to All!

L. GORDON HICKS

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

Reflecting on the past soaring year, now that we are beginning another, some of the more interesting and humorous incidents come to mind.

First was Norm Tucker's valiant attempt at a 300-km. triangle on July 1st in his Skylark 3b. Within sight of Pendleton, he had to land, completing 300 km. distance. But the last leg of the course was too short for the Gold Badge, leaving the flight interesting but not very humorous.

In lighter vein, consider the trials of Graham Dell. Graham came up here from the Brantford club as they were disposing of their Tiger Moths, his favourite towplane; we still use this type. Things go fine for him when he's towing, which he does a lot of.

But when his turn comes up to take a 1-26 cross-country? Hearken: in August, trying for Silver distance, Graham landed in a simply enormous field about 10 miles east. The farmer turned out to have a beautiful red-haired daughter and all seemed jes' fine. But the farmer had a brainwave—he let his bull into the field and our intrepid birdman was retrieved, hours later, exhausted from keeping Ferdinand from making metal toothpicks out of CF-ZDP.