

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.

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

The CuNim's flying season started this year with the test flying of the L-Spatz at our field in DeWinton on March 24th. Bill Thudium had the pleasure of doing the first flight in this fine ship while Adolf Kohlfuerst towed. The second test flight was done by Adolf after Ralph White came out to tow. Both test flights were very successful and showed the L-Spatz performed as expected. Several pilots eligible to fly the Spatz got checked out in the 1-20 on the following Sunday. Easter week, the usual wave flying time, saw the Spatz and the Club's Auster in Pincher Creek. The CuNims, who did the first wave flying and search for waves from Cook Field, finally see a chance with this fine ship to participate in altitude bids, which in the past years had been accomplished mainly by pilots who owned high-performance sailplanes. Only this time the weather did not show much co-operation. The attendance for the week was somewhat disappointing. Three club members (A. Kohlfuerst, R. Bossart and S. Scholz) spent the week in Pincher, later joined by a chance coffee shop acquaintance with Fred Anderson, who came all the way from Prince Rupert, B.C., to meet some western glider types and see what this famous wave really is. Unfortunately he saw very little wave action, but without his enthusiastic help the three lonely fellows would have done less flying. Thanks a lot, Fred. Clinton Collin

arrived during the week to relieve Adolf from towing. During this week your author got away from the field and landed, after 2½ hours of gambling in the blue yonder, 38 miles away at Pearce. Rene Bosshart got his Silver badge height gain in a secondary wave to around 12,000 feet. Adolf had two good soaring flights to over 10,000 feet. A large contingent of club members came down to Pincher on the Eastern weekend and got checked out in the L-Spatz. We all found out this ship had to be flown and we all need more experience with it. Don Skinner got a terrific soaring flight in the 1-20 to over 8000 ft, thereby earning his C.

The Edmonton club flew out of Cowley with several ships. And of course Julien Audette and sons and Ed McClanahan with family from Richland, Wash., were there with their 1-23's. Both had flights over 20,000 feet. Bill Thudium in his BG-12A was the only Cu Nim member to get over 20,000 feet. His son Rolf had his first soaring taste in the 1-20. Father was mighty proud. Even if the wave this time was not as good as in other years it was, clubwise, a very successful weekend.

SIG SCHOLZ

Edmonton Soaring Club Box 293, Edmonton, Alberta An SAC Member Club

On May 18, 19, and 20, the Edmonton Soaring Club participated in flying activities at Innisfail, Alberta. This event was organized by the Red Deer Soaring Club, and an excellent job they did of it, too. Several clubs were represented and soaring conditions were so good that we had a time limit of one hour per flight for club aircraft. We took our club ships there, namely, our TG-2, 1-26, and our Auster for towing; and there were several privately-owned sailplanes as well. Of course for the Edmonton members, the highlight of the event was the 365-mile cross-country flight by Ross Grady to complete his Diamond badge. This makes the second completed Diamond badge in Canada, the first being earned by Julien Audette of Regina, Saskatchewan, during Easter, 1962.

Ross took off from Innisfail on Sunday, May 19th, at 10:43 A.M., in a

BG-12A, and after a five-minute tow, released; seven hours and two minutes later he was down 365 miles away. Ross tells me that there were nothing but dry thermals. However, near the end of the trip he ran into a cold front and had to detour widely around to avoid the storm. While en route Ross was flying mostly between 9-12,000 feet with a peak of 13,000 and a low of 6,000. Ross avoids liquids on long flights, and took with him two oranges and two apples. He landed on the farm of Mr. and Mrs. G. Williamson, 28 miles southeast of Kincaid, Saskatchewan, and found that they were not surprised to see an aeroplane with no propeller. They went on to explain that they were related to Jim and Rhonda Carpenter of Toronto. Since Ross was well-acquainted with the Carpenters, having been with them at the Nationals and in Argentina, it made for a most pleasant break after such a long flight. Ross was royally wine and dined by the Williamsons, who drove him to Kincaid to meet his crew. He was retrieved by Bill Harry and Don MacDonald of the Edmonton Soaring Club, and Ross' son, Don Grady. It was a 1260-mile retrieve, and one to be remembered.

WALLY OWEN

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

We had hoped to have umpteen dandy flights to report from our annual May contest, but the rain poured down for the first two days and didn't let up until late on Monday. Terry Tucker's chili warmed our dampened spirits Saturday evening, though, and was hot enough to generate some thermals by itself.

Several exotic ships turned up and some visitors stayed for the following week when we maintained operations daily. There were ships from Montreal, Kingston, Toronto and Brantford. Dave Webb's Skylark 4, just off the boat from Argentina, attracted much attention. His partner, Ben Price, had his first flight in the "4" at Pendleton. Another newcomer to the country was Willi Deleuran's Standard Austria. Willi's "fully automatic" trailer is a real example of practical ingenuity.

A touch of nostalgia was added by the Mu-13, rebuilt by Walter Piercy of the Queen's Gliding Club, Kingston. The Mu, CF-ZPQ (for Province of Quebec), was once with the Montreal club and is now back in mint condition. Walt made several long flights during the week in search of his five hours, as did Joe Dennis of Shawinigan, P.Q., in the Montreal club's 1-26. Joe made his Silver badge distance, though, with a flight to Lachute.

Les Staples of this club completed his Silver badge requirements on May 12th with a 5½-hour flight in a club 1-26. A number of Silver badge altitude gains have also been recorded this spring, and some C badges won.

DAVE KING

Lakehead Gliding Club Box 161, Ft. William, Ont.

This may be no consolation to other clubs, but it would seem that no matter



Ross Grady of the
Edmonton Soaring
Club with his
BG-12A before
making a 365-mile
flight on May 19th.
The flight com-
pleted his Diamond
badge, Canada's
second.