



Photo by Arthur L. Legler, Jr.

The Cherokee II sailplane constructed by members of the Falls City Soaring Club (Lexington, Ky.) as it appeared in September prior to covering. The ship has since been finished and was exhibited at a Sports Show in February.

through we have at least one excellent day. And we've had several storms this spring. During April there were several durations, distances and some altitudes made but few of the fellows were working toward their Silver badges.

Several crops of students have checked out and from each group a few become real converts to the thrill of soaring flight. Each weekend finds many more people being introduced to soaring via demonstration flights. On the Regatta weekend, in addition to holding a contest, 53 introductory flights were made.

The Regatta, held on April 27 and 28, was a happy and successful affair (with the exception of damage to one ship upon landing in a poor field). Nine 1-26's and three Cherokees entered in one class and seven miscellaneous in the open class for a total of 19 sailplanes.

Saturday the weather was fair and nearly all the ships got away. Tops in the 1-26 class went to John Wotherspoon for his flight to Hollister of 50 miles. Dick Cook was high man in the open class with his flight of 146 miles to Lemoore in his Skylark 3F. Proof that it does not pay to rest on your laurels was shown on Sunday when, in spite of poor weather, some of the fellows did make an effort and won 1st place.

Mac Snyder went from 4th to 1st in the 1-26 class with Russ Palmer 2nd and John Wotherspoon 3rd.

The Open class was won by Bruce Beebe with Dick Cook in 2nd place. Bob Chase dropped to 3rd.

John Wotherspoon won the 1-26 trophy contributed by Schweizer Aircraft Corp. for making the best distance in a 1-26.

The traditional Pot Luck in the hangar on Saturday nite was enjoyed by the pilots, crews, families and guests. The Awards Dinner was held the following Friday night in Niles with plaques being presented to the three top men in each class.

We are deeply indebted to the fine volunteer help who contributed greatly to the success of the 3rd Sky Sailing Regatta.

I hope it is all right to mention that we are extremely proud of our new champion, Bruce Beebe, who has made several excellent flights since acquiring his Ka-6. May 11th was a red-letter day for Sky Sailing Airport since it marked the first Diamond distance flight from Northern Calif. Bruce set El Mirage as

his goal and made it, accomplishing thereby both his goal and distance, 314 miles.

Phil Miller is kicking himself for having set Porterville as his goal (190 miles) and making it so easily on the same day in a Ka-6, also.

The first Diamond goal from Sky Sailing was made on May 10, 1962, by Bernald S. Smith who flew to Porterville in a 1-26.

MAYBELLE ARNOLD

### Thermal-G-Gliderport Waterford, Pa.

Spring flying started out with a bang. April 13th: a flight of 74 miles in two hours to Curlsville, Pa. Thursday, April 25th, a 165-mile goal flight from Thermal-G in Erie, Pa., to Elmira, N.Y. — a business trip. The following day, Friday, a flight of 159 miles to Berlin, Pa., and a flight by Vic Peres to Apollo, Pa. Then Saturday a flight by Len Samuelson of 157 miles to Blackville, Va.

We were just beginning to feel good with all this thermal activity when the granddaddy of all thermals came along and lifted our hangar right off our ships and left it a shambles next to four sailplanes. The only damage to the ships was to our trainer and this was only minor.

After seeing our four-ship hangar flying through the air we can recommend that it is possible to find good thermals at the Thermal-G.

LARRY GEHRLEIN

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## 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.

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

Our soaring season is well under way and with over fifty members and several interested prospects, this promises to be a very active season for our club.

On April 27th, Ken Lewandowski started off the season's activities with a 4:15 hr. flight in his Cherokee. Ken released at 1100 feet and attained an altitude of 5800 feet, and he tells us that conditions were such that he could have stayed up much longer. Last season Ken was aloft 7:27 hr., which is a record that still stands with our club.

The Edmonton Soaring Club has an Auster for towing, a 1-26 for advanced training and a TG-2 for dual instruction. Privately owned by our members are the following: 3 Cherokee II; 1 BG-12; 1 TG-1; 1 Primary 111; 1 1-19; 1 BG-7; 1 Viking IV and 1 D-8 under construction. A new trailer for the 1-26 is completed and some members plan to use it for their Silver badge distance legs this summer. A great deal of work was done by members during the winter and early spring to ready all aircraft for this season, so maintenance interruptions should be few and far between.

We welcome members from soaring clubs anywhere to come and visit us at our field which is located just north of Highway 16, only 17 miles west of Edmonton.

WALLY OWEN

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

The 1963 season got off to a fine start at Pendleton Gliderport on Easter Sunday, with 30-fps thermals in a cloudless sky. The next day, a holiday for some members, proved even better, with heights of over 8000 feet. The Pratt-Read, 2-22C, and both 1-26's have been in much demand, and with half a dozen private sailplanes here as well, this fleet over-taxes the Tiger Moth towplane.

Therefore we anxiously await the delivery of our second Moth, which at present writing is about to be test-flown following complete overhaul.

Saturday, April 27th, saw the first cross-country flights of the year. Norm Tucker and John Chesbrough attempted a 300-km. triangle, flying a Skylark 3b and a Ka-6, respectively. Norm landed about halfway around, while John re-