

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

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

The following news was excerpted from the February issue of *The Gatineau Glider*:

A new fee schedule for 1963 was adopted at the January 25th meeting. The Flying Member fee of \$25 includes Soaring Assn. of Canada membership and *Soaring* magazine. For another \$10, spouse and children under 18 have flying status, also. There are some shop time requirements, namely 30 hrs. work or \$1 for each hour lacking, except that women, new members, inactive members and directors are exempt. A different system is planned for next year.

A collection of \$174 was taken up at the meeting to assist the Canadian team for the World Soaring Championships.

The GGC will be host to delegates from across the land when the 18th annual general meeting of the Soaring Association of Canada convenes in Ottawa on March 16th. Club members are expected to volunteer their services.

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

The first annual meeting of our Club was held the third Friday in January with a supper meeting, attending by 15 members despite a near 30 below zero weather. A good year was reported with the new 2-22C doing 439 flights. Flying started May 19th with three members holding their glider licenses, one of these holding a Flight Instructor's rating. One student earned his pilots license and two members became Instructors. A number of students have completed enough flights to prepare them for their written examination. The following six earned their FAI C pin: Georgia Stamison, Rigby Stamison, Ralph Heard, Alf Bull, Roy Clarke and Bob Keir. Rigby Stamison and Ralph Heard earned altitude legs toward their Silver badges.

The Treasury showed a year-end credit of over \$24.00 with all current obligations having been met. Two members, Bob Shirley and Dennis Smale, took out Life Memberships. The records show that the average cost per member for the year was one hundred dollars.

The CFI, Rigby Stamison, reported that the 2-22C was on the flight line

45 times and that the machine was used at 70% efficiency, being out of service to repair the wing tips once and for a period the towplane was not available. The projected number of flights for 1963 is 600.

The meeting ratified the operating rules which will be printed and supplied to all members before the start of the flying season. It was decided to accept only Sustaining Membership for 1963 with the Executive having final decision on accepting Flying Memberships covering special circumstances. It was also approved to raise the yearly membership to \$10.00. It was decided to accept visiting SAC Members with a Membership of \$5.00 for the current year. Also it is hoped that the Executive can work out exchange of memberships without additional cost to members on a reciprocal agreement. Clubs and members are requested to write if interested.

The meeting broke up around 1 a.m. with several members having cars that would not start. I hope that they all arrived home.

BOB SHIRLEY

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

A summary of the six flights made during 1962 from Brantford to Elmira, N.Y., might be of interest to readers of *Soaring*.

On July 27th, D. MacClement did it in a 1-26 in 5:00 hr.

On August 18th, three more went: J. A. Kelly in a Ka-6CR in 4:20 hr., J. Carpenter in a 1-23 in 4:50 hr., and V. Fenn in a 1-26 in 5:40 hr.

On September 15th, the remaining two made it: R. Gray in a Ka-6CR in 5:40, and J. W. Ames in a 1-23H in 5:40.

Kelly and Ames landed on Harris Hill, the others at Chemung County Airport in the valley. The first four flights were all for Gold distance and Diamond goal. Roy Gray needed the Diamond goal only and Ames just went along for the ride. You can see why this trip is known as the milk run, some 20 pilots having earned their Diamond goal awards along the "Capital to Capital" (of soaring) route in the last six years.

JOHN A. KELLEY

### Prepare Now For Spring Soaring

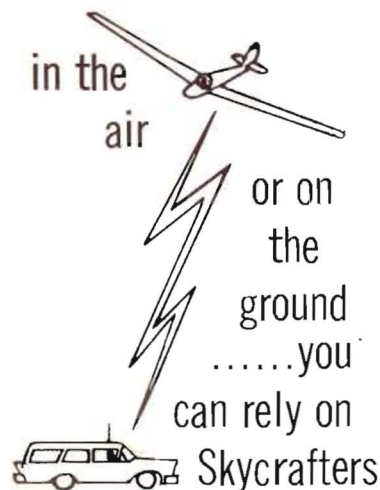
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