

# 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 for Soaring

Issued in Canada

September 10 through October 1, 1963

### C BADGES

- 544. Kurt Kovacs; MSC; Montreal, Que.
- 545. Hans A. Jacobs; RG & SC; Regina, Sask.
- 546. Arthur Penz; SSC; Saskatoon, Sask.
- 547. Edward K. Truman; RG & SC; Winnipeg, Man.
- 548. Helmut Werneburg; SOSA; Beamsville, Ont.
- 549. Frank B. Wallis; MSC; Weymouth, Mass.
- 550. Lea M. Leckie; VF & SC; Virden, Man.

### SILVER BADGES

- 118. Kurt Kovacs; MSC; Montreal, Que.
- 119. Bruce M. Hea; Cu Nim; Calgary, Alta.
- 120. Hans Lorch; ACH; Elora, Ont.
- 121. Willy Berg; ACH; Toronto, Ont.
- 122. Walter Herten; ACH; Toronto, Ont.
- 123. Frank B. Wallis; MSC; Weymouth, Mass.

### DIAMOND BADGES

- 2. Ross Grady; ESC; Edmonton, Alta. (International #322)

### DIAMONDS FOR GOLD BADGES

Arthur Penz; Goal; SSC; Saskatoon, Sask.

### LEGS FOR GOLD BADGES

Arthur Penz; Dist.; SSC; Saskatoon, Sask.

### LEGS FOR SILVER BADGES

(A—Altitude; D—Dist.; E—Endurance)

Peter C. Trounce; E; SOSA; Sarnia, Ont.  
 Arthur Penz; E/D; SSC; Saskatoon, Sask.  
 Daniel Buhl; A; ACH; Toronto, Ont.  
 Kerry Bissell; D; RDSA; Red Deer, Alta.  
 Edward L. Cymbal; A; WGC; Winnipeg, Man.

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

After long laborious months Mike Kiss finished his modified Fauvel and began its test flying on June 1. Eight pilots shared the test flying. L. Robertson had a flight of ½ hours and Walter Hillen made his Silver badge height gain during a 2-hour flight in the Fauvel. This beginning was proof of what an excellent job Mike had done on his version of the Fauvel. The glider had 40 flights up to August. What Mike has accomplished is shown in the picture and here are a few figures: wing span 42' 6", root chord 64" tip chord 16", and wing area 159 sq. ft. Ailerons are shorter than on the original design; the fuselage is Mike's own design with one rudder only (not like original) and it is all fibreglass covered with a centre wheel. Equipped weight is 416 lbs., total weight 616 lbs., max. load factor 12 G, Placard speed 137 mph, stalling speed around 36 mph., and min. sink at 43 mph is 2.5 fps.

## Edmonton Soaring Club Box 293, Edmonton, Alta. An SAC Member Club

On Labour Day weekend ESC took three sailplanes and a towplane to Jasper, Alberta, for a few days of ridge and thermal soaring in the Canadian Rockies. Seventeen members attended and, with their wives and children, a total of 36 people were present. Some very good flights were made, including Ross Grady's climb to 14,650 feet. Some of the fellows took to the ridge soaring for the first time and, from all reports, they really had a ball! Bent Reineckers wife, Erika, took a familiarization flight in our TG-2, piloted by Don MacDonald. Altogether our club flew well over 20 hours on the weekend, and the outing proved to be a terrific success.

This season is proving to be a very active one for our club, with student training, etc., in full swing. On September 7th, Dave MacClement made a cross-country flight to Vermilion, Alberta, 93 miles away, and in so doing attained an altitude of 5,800 feet above ground. This completes Dave's Silver Badge, as Dave had accomplished his duration leg in Eastern Canada. Dave's father is also a soaring enthusiast in Eastern Canada.

WALLY OWEN

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

September proved to be a better flying month than August, as is often the case here. We have now logged about 1500 launches, all by aero-tow, surpassing our previous record of 1350. We hope to hit 1700 before winter closes us down.

Next year should be better still as we are planning to modernize our towing equipment, now two Tiger Moths which have served well for many years. One of these will be advertised soon.

We have not had many long cross-country flights lately, as the days are getting shorter. On Sept. 21st Leo Smith flew Skylark ZDJ 66 miles from our base at Pendleton to Brockville airport, where he found the Smiths Falls parachute club doing their stuff under Herb Hoeschler's tutelage. On Sept. 13th, a Friday, Dave King tried a tow at Carp airport where Bradley Air Service happened to have a Super Cub with a tow hook. The flight ended at the Richland, N. Y., airstrip, 120 miles south. Goal was Joe Perrucci's home base at Tri-Cities airfield, Endicott, N. Y., gold C distance. Aircraft, a Fauvette. On Sept. 28th two Skylarks, ZDJ and OZH, did a 70-mile out-and-return to Cornwall from Pendleton.

A general meeting held September 27th ratified plans for a change in tow planes and a survey indicated that there would be no trouble borrowing enough money from the members to make up the deficit. We then repaired to a local bar & grill while we could still afford such luxury.

DAVE KING

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

The soaring season is drawing to a close in this part of the country, but we still have one outstanding flight to report. Roy Gray celebrated the last full day of Summer, Sept. 22nd., with a 264-mile flight in the Ka-6. His flight, to Paulding, Ohio, took almost 6 hours. Certainly a remarkable effort for so late in the season.

Speaking of remarkable efforts, the Newman brothers deserve some kind of award for the intensive flying they have been doing in their Skylark 4. In the four months since the ship arrived at Brantford they have piled up the amazing total of 200 hours flying time in it's log book! An average of close to 12 hours a week. Next year they feel that they will be familiar enough with the Skylark to start going cross-country!

The Gray-Jurgait-Kelley Ka-6 is not too far behind with over 180 hours so far this season. This includes about 1800 cross-country miles, mostly by the aforementioned Roy Gray who is trying hard for his Diamond distance leg.

As the statistics quoted above show it has been a pretty fair year at Brantford for soaring and we are hoping to total 2000 hours by the end of the year. Our Goal of 3000 flights will be surpassed easily, and may even reach 3500 with a few more fine weekends. Membership stands at close to 120 at the end



Mike Kiss' modified Fauvel AV-361, CF-PCD, described in the Cu Nim's news.