

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

August 11 thru Sept. 5, 1963

C Badges

- 537. Herman Kurbis, Winnipeg, Man.
- 543. Norman McKay, Calgary, Alta.

Silver Badges

- 117. Karl Bunder, Aurora, Ontario.

Gold Diamonds

- H.M. Jurgeit, Toronto, Ontario

Legs for Gold Badges

- H.M. Jurgeit (Dist.), Toronto, Ont.

Legs for Silver Badges

(A—Altitude, D—Dist., E—Endurance)

- Michael G. Groom, D, Rosemere, Que.
- Hans Lorch, A/E, Elora, Ont.
- Ernst Fedde, A/E, Toronto, Ont.

SAC News

All clubs have recently received a Free Flight Bulletin, which contains news of interest to all members. Do please see that the officials of your club make these bulletins available for all members to read.

A recommended practice bulletin has been issued also, concerning the wearing of parachutes; all pilots are urged to take the advice contained in the bulletin.

Canadian Scoutmaster Lou McPhillips of the Winnipeg Gliding Club with the two Scouts and one Cub he took soaring on the afternoon of the eclipse, July 20th, with the club's Cinema II sailplane at Lyncrest Field near Winnipeg. Lon has been trying to get Air Scouts officially recognized in Canada, as they are in the U. S. and England, and this flight session was the first of its kind in Canada. The Winnipeg Club owns a 1-19, also, and its members own an Olympia Meise and two Grunau Babies.



F.A.I. Badges. As you can see by the lists submitted here, Julien Audette is doing a fine job in dealing with badge claims. In order to help applicants submit complete claims we have revised the application form, and no older issues of the form will be accepted after the 1st of November, 1963. Unfortunately it has been found necessary to make a charge of ten cents per copy (or 20 for \$1.00) for the new form. It is hoped that clubs and official observers will purchase the forms in lots of 20 to simplify our bookkeeping.

TERRY BEASLEY, President

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

Lots has happened since spring and in spite of some mishaps during August the club has made progressive headway. Locke Robertson set the pattern early in the season with his Silver distance flight from DeWinton to Hussar and he also managed to hang on for over 5 hours which completed his Silver C badge.

The next member to try for his distance in the L-Spatz was George Rynning. To his dismay and everybody else he was short a few miles. Nice try . . . there is always a next time. On August 17th Bruce Hea rode the L-Spatz 5:28 hrs. covering a distance of 65 miles (DeWinton to Drumheller). This completed another Silver badge in the club.

The club's training program has advanced quite well, thanks to a lot of work and enthusiasm of Walter Hillen. Eight students will be licensed soon. In August, Adolf Kohlfuerst tried the L-Spatz on the winch with the CG hook and got a terrific thermal flight out of it.

In order to get the C of A for the Bubble (TG-3) we have to do some repairing on it. The club plans to sell this ship and to purchase a Bergfalke for the club trainer. Ab initio training with ground slides, etc., is, in the long

run, pretty hard on the equipment.

To humour our wives we have a dance planned this fall again . . . but also to keep us operating in the black.

SIG SCHOLZ

Gatineau Gliding Club Box 883, Ottawa An SAC Member Club

The coldest and wettest August for many years cut down our activities quite a bit. July was taken up partly by the Nationals at Hawkesbury, only 24 miles from our base at Pendleton. Six sailplanes from here entered, with ten pilots.

Two more sailplanes have appeared at Pendleton this summer—a new Skylark 4 brought in by Eric Wimberley and Ed Laenen, and a Bregeut 905 "Fauvette" which Dave King bought from Terry Beasley of the Montreal club. Dave set out for his Gold badge distance on August 25th, with Oshawa as goal; but landed 173 miles out at Centreton, Ont., NE of Cobourg. Still, it was a pleasant flight and good experience, the course (WSW) being unusual owing to the proximity of Lake Ontario on the south and rough terrain on the north. (All this being a plug for the undersigned!)

The Labour Day contest at Pendleton was won by Dave Webb of Montreal with his Skylark 4. The weather was not too good but there were two contest days. On Sunday the task was a race to Granby, Quebec, 115 miles ESE. Dave landed two miles short, but no one else went more than half way. Monday's assignment was a race to St. Jerome via Alexandria and Hawkesbury, 87 miles total. A strong wind kept anyone from completing the second leg, and several landed at Alexandria.

The contest weekend was followed by a Gliding Week, mainly devoted to training. Willi Nassau, who flew primaries and Grunau twenty years ago in Austria, was resolved. The week was blessed by fine weather except for one day of rain. The contest and week were organized by Glenn Lockhard, who also did most of the towplane flying during the week—32 tows one day, which is quite a bit in the Tiger. He finally checked me out for towing so he could rest up. As the Irishman in *Huck Finn* said, while riding out of town on a rail, if it wasn't for the honour of the thing I'd sooner decline.

DAVE KING

Lakehead Gliding Club Box 161, Ft. William, Ont. An SAC Member Club

Since our last report, things have progressed not too unfavourably.

Early this spring we had a surprise visit, short, but very enlightening, from one of the World Championship pilots, Wolf Mix, of Toronto. We were indeed enthralled by his fascinating tales of Argentina. We have since had members visiting from Minneapolis and Brantford.

This summer five members have made their solo flights in our 2-22C. They are, in order, Al Pastor, Herb Schafer, Joe Zirnsak, Larry Bryan and Frank Bryan. Frank and Larry (father and son) have already written for their tickets. These five grateful guys would like to express their sincere appreciation to our two persevering instructors, Vince Plesch and Paul Mudryk.