

of the country have received instructions to attempt to work out a program for glider flying, and that it now only remains for the individuals and groups desiring to do such flying to approach the Center having control over the airspace and working out their needs with them.

Although the FAA mentions a period as long as 60 days for initial coordination, the details of the arrangements in Colorado were set up in a very short time.

It is hoped that the above arrangements will be thoughtfully used by glider pilots everywhere who desire to penetrate to high altitude, and now that such a program has been worked out, that no flights will be conducted at high altitudes without proper coordination with the ARTCC's involved. Such flights would definitely be in violation of Federal Air Regulations and would probably result in the suspension of pilots privileges for those involved.

If any difficulty is encountered by those trying to work out the above arrangements with their local centers please contact me directly: John D. Ryan, 8040 Mohave Road, Scottsdale, Arizona, Chairman, SSA Governmental Rules and Regulations Committee.

## **Tehachapi Cleared for Wave Soaring Flights**

Tehachapi, Calif., has become the second U. S. wave soaring site to be granted clearance for sailplane flights into Area Positive Control areas. The first was Colorado Springs, Colo., described in the "Letters" section of the last issue of *Soaring*.

Fred Harris, operator of Holiday Soaring School at Tehachapi, has had established with the Los Angeles Air Traffic Control Center at Palmdale two Sailplane Control Areas. These are designated as A, a 20-mi.-diameter circle centered on Tehachapi, and B, a 20-mi.-wide corridor from Tehachapi to Bishop, Calif. To request use of one of these areas a pilot simply calls the Chief Controller at Palmdale. Barring prearranged military use, request normally will be granted and all other traffic will be directed around the area. Such clearances exempt the user from normal APC requirements, such as transponder, radio, and pilot instrument rating.

# **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.

## **FAI Badges for Soaring**

**November 1 thru December 4, 1963**

### **C BADGES**

560. Paul Mudryk; 2-22C; Port Arthur, Ont.

561. John Preston; 1-26; Regina, Sask.

562. E. H. Walker; 2-22C; Moose Jaw, Sask.

563. J. D. H. O'Rourke; 1-23; Montreal, Que.

564. Arthur H. Cross; 2-22C; Windsor, Ont.

## **New National Records**

Distance; 396.4 statute miles; Dave Webb of Montreal, Que.; Skylark 4; Feb. 20, 1963; in Argentina.

Speed for 300-km. triangle; 47 mph; Dave Webb of Montreal, Que.; Skylark 4; Feb. 19, 1963; in Argentina.

## **Aero Club Harmony, Inc. 410 Sherbourne St. Toronto An SAC Member Club**

The flying season has come to an end and now is the time to review the events of the year. The club, still operating at the Harmony farm at Belwood Lake, could log over 1000 flights with a flying time of over 250 hours. The season was most gratifying to a number of old timers and here are the facts to prove it. Five Silver badges were completed by Robert Kurzwernhart, Karl Bunder, Willi Berg, Walter Herten and Hans Lorch. ("Silver bells of sweet success!") Ernst Fedde flew his altitude and duration and just as he was ready for his cross-country winter caught up with him. Dan Buhl made his altitude and "almost" the 5 hours; better luck next time, Dan, we know you will make it. We welcomed seven new members, also, one of them . . . yes, you guessed it, a lovely Brigitte. Hope there will be more to come like you. Three of our new members, John Ross, Walter Fuchshofer and Allen Locke, soloed the 1-19 before the season came to an end. Needless to say, they are very proud of their achievement. The flying was safe and uneventful throughout the year, as before.

What has taken almost a year finally came true. The charter changes came through and we will now go under the name Toronto Soaring Club, Inc.; address, P.O. Box 192, Station C, Toronto 3, Ont. The facilities and operating site remain as before.

At our annual meeting on October 25th the old board of directors resigned and a new board was voted in, as follows: Willi Deleurant, President; Alfred Hofmann, CFI; Karl Swoboda, Technical Director; Karl Krech, Secretary; and Helmut Augustin, Treasurer. The club was faced with finding a workshop suitable for reconditioning the equipment for the '64 flying season. A conveniently-located garage was found and the operation is already in full swing. The Berg-falke must be recovered and overhauled, the Doppelraab fuselage needs recovering, the Ka-8 repainting, etc. Since the present club trailer turned out to be not very suitable for long retrieves, a new one will be constructed and built by the members for the fine weather ahead.

We would like to take this opportunity to thank all our soaring friends, especially our neighbor, the Southern Ontario Soaring Association, for their friendliness and hospitality during the season, and wish everybody a Happy New Year and a lot of good soaring for 1964.

WILLI DELEURANT

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

With the cool autumn winds turning to ice and snow, our flying activity has ground to a halt. However, since our field is adjacent to a large lake, there has been some talk of trying car tows on the ice, so possibly the result of this will be in a later issue.

Our annual wind-up Dinner-Dance, ably arranged by Gordon Prest, was held on November 29th. With 50-odd in attendance, it was a gala affair.

Our past season has proven to be very successful for our club, starting out on March 13th with a welcome-home party for Jim Reid, Roy Olson and Ross Grady, who was Captain of the Canadian team in Argentina at the World Soaring Championships. This was a gay DO, with films shown and souvenirs, etc., on display.

On Easter weekend a Wave Soaring Meet was held at Pincher Creek, Alberta, and some excellent flights were made, including Frank Scheibem's flight of 3:42 hr. on April 13th.

In May our club took part in a Soaring Meet at Innisfail, Alberta. We flew over 30 hours during the weekend, and our C.F.I., Ross Grady, did a X-C to Kincaid, Saskatchewan, a distance of 365 miles, to complete his Diamond badge, Canada's second.

On Labor Day weekend, our club went to Jasper, Alberta, to try ridge soaring. Some very good flights were made, and, in general, soaring conditions were excellent.

On Thanksgiving weekend, at our Cooking Lake field, we had bomb-dropping and spot-landing competitions, and these proved to be great fun for all; and a record number of flights were made.

This year there were nine students who soloed; five earned their C badges; one his Silver badge; and Ross Grady completed his Diamond badge.

All members of the ESC feel that '63 was an excellent season, and are looking forward to bigger and better things in '64.

WALLY OWEN

SOARING