

Canadian News

Edited by DAVE KING

Items for this page should reach Dave King, 201 Bell St., Apt. 1219, Ottawa 4, by the 5th for the next month's *Soaring*. Photographs are welcome, but can not be returned. Copy should be about as you want it to read. Newsletters are welcome but we do not always have time to edit them into items suitable for *Soaring*. "Letters to the Editor" are invited.

F.A.I. Badges for Soaring

Issued in Canada
During the Month of May, 1964

C BADGES

579. Ernest W. Dumka; 1-19; Vancouver, B.C.
580. Steven Burany; 1-26; Toronto, Ont.
581. Norman M. Smith; 1-19; Don Mills, Ont.
582. David S. Hewitt; 1-26; Ottawa, Ont.
583. Christine A. Pattinson; 1-26; Montreal, Que.
584. Mortimer M. Kastner; 1-26; Montreal, Que.
585. F.G. Cooper; 1-26; Lachine, Que.

SILVER C LEGS

- Dennis Smale; Alt; 2-22C; Moose Jaw, Sask.
Gordon W. Prest; Alt; Dist; Cherokee; Edmonton, Alta.
Peter C. Trounce; Alt; Ka-3; Sarnia, Ont.
Jack P.G. Rogers; Alt; Ka-6; Ste. Catharine, Ont.
Edward L. Cymbal; Dist; Cherokee; Winnipeg, Man.
R. Ian A. McDougall; Alt; Dist; 1-26; Regina, Sask.

SILVER C BADGES

127. Donald F. MacDonald; Cherokee; Edmonton, Alta.
128. Kerry Bissell; LK-10A; Red Deer, Alta.
129. Garth Schieb; L. Spatz; Chomedey; Que.

GOLD C ALTITUDE

- Kurt Kovacs; Skylark II; Montreal, Que.

Note: The attention of club correspondents and reporters is directed to Dave King's new address. Through a typographical error it was omitted in the June issue of Soaring.

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

Lakehead's soaring season opened on May 10th with a good turn out and was well attended by spectators. The weather was poor, curtailing the activities to some extent. However, on May 17th Albin Pastor (revisiting the Club from Ignace, Ont.) released at 1,100 feet from a winch tow and soared to 3,600 feet in our 2-22C, surpassing our old club record of 2,600 feet.

We still are pleased with our lonely old 2-22C and are plugging along with our home built winch, though we continue searching for a companion for the 2-22 and would like to obtain a two-place high performance sailplane for the more advanced members.

JOE F. ZIRNSAK

Montreal Soaring Council Box 1082, St. Laurent Montreal 9, Quebec An SAC Member Club

This season we began flying in early April, and since then have enjoyed a number of weekends with reasonable good soaring conditions. Various out-and-returns were attempted, and durations of four and a half hours were achieved.

The Canadair 1-23D, and L-Spatz, two Skylark 2's and a Skylark 4 represented MSC at the Victoria Day Meet at Pendleton, home of the Gatineau Gliding Club. A good time was had by all and for some reason it only rained on one day instead of the usual all three days of the holiday. Our Dave Webb took the honours this meet. Garth Schieb did very well on a Gold C distance attempt—landed 180 miles away, and got the five-hour leg, in his L-Spatz.

A successful party was held in our clubhouse at Hawkesbury airport on May 16th, the first (and rainy) day of the contest. Distinguished guests included the chief of the Ontario Provincial Police criminal investigation branch and two RCAF helicopter pilots, there being a search on for a missing child.

Some 30 of last year's members have not rejoined this year, but in three weeks 26 new members joined up, and club membership has been restricted be-

cause of the load on our 2-22s. Those who joined in 1963 and are still members are very keen to progress to the soaring stage. A group is interested in buying a small power plane for local flying, so we should be very busy in July with two Blaniks and a Standard Austria due to arrive soon too.

Various ground projects are under way, with Terry Beasley building a workshop in part of our old hangar, and with roof repairs in progress.

Our latest news is of phenomenal conditions on the last weekend in May. On the Saturday, Henry Chabot in his (and Garth Schieb's) L-Spatz got away before bad weather hit us, and reached his goal at Beaumont, beyond Quebec City, for a goal Diamond. Nothing daunted, Garth declared the same goal on Sunday, and also made it. Ted Henderson joined him with a Skylark 2, reaching the same goal. Back at Hawkesbury we soared until after 6 p.m., and Bill Roach took the 1-23 to over 8,000 feet.

BOB GAIRNS

Virden Flying/Soaring Club Box 513, Virden, Manitoba An SAC Member Club

A very active season opened here on both the May 16th weekend and the weekend following, with booming thermal conditions and high enthusiasm.

Besides the two regular Champ tow-planes available at any time and tow pilots through the cooperation of Virden Aviation, Ltd., Mac Leckie CFI of the Club and owner of Virden Aviation, recently added a 150hp Champ Challenger tug.

Our regular Instructor, Lewis Monteith, left that same weekend for a month's holiday in the British Isles, with firm intentions of visiting as many British gliding clubs as possible along with a keen ambition to fly the Skylark at Lasham.

On May 23rd, the twins, James and John Long, showed up with their new 1-26 and a beautifully built open trailer. Both plan on flying with this Club as often as possible.

On that same day, Bill Yankewicz, taking the first tow, climbed rapidly in his 1-26, after release, to 5,000 feet, and with a low point, of 1,200 feet, made continual passes over the field for almost an hour and a half. Having promised Dunc Marshall, our new Instructor, a flight, he pulled spoilers on the down wind leg but still climbed over 500 feet. Reaching final, Bill had to make steep side slips with spoilers full out to settle the 1-26 down.

To encourage both newcomers, and the present membership in soaring and in further use of the club Cinema, Bill Yankewicz recently approached a Brandon, Manitoba firm who advised they would gladly provide funds for a trophy for just such a purpose. This trophy to be known as the "Oasis Trophy" will be purchased shortly and further details of its award will be spelled out when this is fully initiated by the Club Executive. Bill, who was elected as SAC Director at the recent SAC AGM held in Kingston, Ontario, has been working hard to promote soaring in the province of Manitoba, and this first effort appears to be very successful.

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