

Secretary, Virginia Mayer; Treasurer, Harry Meline.

The TG-2 and the 1-26 are still in the hands of the MSC and both can be put into operation at any time. The club has ordered a two place Bergfalke from Finland. This is a used ship but has been completely overhauled in Finland. We are also planning the purchase of a Ka-7 and Ka-6. Mike Langer reports that his Fauvel should be completed this summer and Wells Horv Reid's L-K is nearing completion.

Ginny Mayer, *Secretary*

New England Soaring Assn. Hiller Airport, Barre, Mass.

The first meeting of the NESA for 1964 was held Saturday, April 25th with twenty eight members attending. A motion was approved to credit \$50 each of the club members who had loaned the money to purchase the 1-26, as their club dues.

The 1-26 was assembled on April 25th as was the Nelson and Cardillo ship. John Lowenstein had the honour of the first flight of the year in the club 1-26. He was up for an hour and a half.

From *Up Drafts*

So. Florida Soaring Assn. 936 Cotorro Ave. Coral Gables 46, Fla.

The new slate of officers, elected by the members of the South Florida Soaring Association for 1964 are, Fritz Compton, Chas. Abel, Jim Parrott, Lou Rehr, and Dave Robison. Soaring activity in South Florida is expanding to other very promising areas.

In Tampa Robert Long heads a growing club with several sailplanes. Lou Rehr at Lantana, is finishing a very active season with his soaring school. Newcomer at the Bartow airport is the Lennox Soaring School which will soon become a year-round operation with good thermals for excellent soaring.

The Annual Sebring Soaring Gaggles, was held on the Sebring Airport, Apr. 11th and 12th, with 60 interested people attending. Ten sailplanes and two two-planes were kept busy under the direction of Fritz Compton. Good fellowship and keen competition made this meet a huge success, and plans are already underway for two or three similar events each year. At the banquet, awards were given to the following: Dr. Robert Long, who won the "Last Man Down Contest", John Karlovich, of Atlanta, Ga. for winning the Climb Performance competition, and Ray Morris, was presented with the, Bob Sugar award for 1963.

Considerable interest is being expressed in the TSA contest, which places emphasis on pilot skill rather than sailplane performance, through the use of a fine handicap system. This could work out very well for a future Sebring regional contest.

Chas. F. Abel
Secretary

Canadian News

Edited by DAVE KING

Items for this page should reach Dave King 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.

F.A.I. Badges for Soaring

Issued in Canada
During March and April 1964

C BADGES

575. Robert L. Barry; 1-26; Chatham, Ont.
576. Douglas K. Murray; 1-26; Edmonton, Alta.
577. Dennis Smale; 2-22C; Moose Jaw, Sask.
578. Thomas J. Mousseau; 1-26; Ottawa, Ont.

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

At the time of writing our Club activities are well into the '64 season. With the completion of ground school, and a number of new enthusiastic students, this looks like a good year for the ESC. During the winter our TG-2 trainer was reconditioned under the direction of Horst Strach in anticipation of lots of training flights this season.

The first sailplane owned by our Club, a BG-7, is back in service looking brand new after months of effort by its owners. Pete Peterson and Malcolm Jones. It was test-flown by our C.F.I., Ross Grady, on April 19, and passed with honours.

With the spring thermals booming in April, some very good flights of several hours have been made, including Silver "C" Distance accomplished by Dan Key and Chris Pedersen. Ross Grady honoured our Club by winning the British Aviation Insurance Company's Canadian Soaring Trophy, which is awarded for the most outstanding flight of the year. Ross's flight was a 365-mile cross-country to complete his Diamond Badge.

The big news in our Club is the purchase of a new tow plane, a Champion Sky Trac. This aircraft was selected after months of searching by Don McLaughlin and Ross Grady.

Wally Owen

Gatineau Gliding Club Box 883, Ottawa An SAC Member Club

The annual Pendleton Soaring Competition came off well this year, with two good days out of the three. Saturday, May 16th, was a good maintenance day though.

Canadian champion Dave Webb of Montreal won both days, nearly com-

pleting a 100-km triangle Sunday and a 200-km triangle on Monday, in his Skylark 4. Ed Laenen of this club was second in the same type of sailplane. Eleven sailplanes competed.

The Soaring Week preceding the holiday was attended by members of the Mnotreal and Queen's (Kingston) clubs as well as our own.

A second Champion tow plane has appeared at our Pendleton base. Rigby Stamison's Sky-Trac will be towing for us to supplement our own Challenger. Rig also has a BG-12, formerly owned by Harold Townsend of Regina. Our two Tiger Moths can both be disposed of now without cramping our operations.

Several new members, mostly with private licences, have joined us in recent weeks.

In addition to the contest flights on the 17th, six sailplanes took off on Gold Badge distance attempts, all declaring Megantic, Quebec, 205 miles east, as their goal. John Chesbrough in his Ka-6BR went farthest, landing at MacLeod Crossing, east of Scotstown. This is believed to be 190 miles, enough for the 300 km. requirement. Garth Schieb of the Montreal Soaring Council reached Bury, 180 miles, in an L-Spatz, and Norm Tucker of the GCC landed at St. John, about 90 miles, in a Skylark 3b.

Dave King

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

In the many months since you have heard from us, a great deal has happened here.

We started the year in January with a benefit dance which went off extremely well considering the amateur status of our organizers, caterers, bartenders, etc.

In March, our annual meeting saw the following members elected to office: President, Jow Zirnsak (re-elected by acclamation); vice-president, Hans Weiker; secretary-treasurer, Wally Kembel; chief flying instructor, Vince Plesch (by acclamation).

A hearty welcome to three new members in 1964—Miss Lynn-Anne White, Kenneth Hogue, and Robert Bodnar.

We are proud to announce that one of our junior members, 18-year-old John MacDonald, was awarded the W. James Griffis "yng training trophy by the Air Cadet League of Canada. John's mark—the highest among all the Air Cadets contesting across Canada—was 82.8 percent.

Congratulations are also due to Albin Pastor and Frank Gertsch, who received their well-earned Glider Pilot Licenses this spring.

Mrs. Pat Zirnsak

Above item was delayed a month in transit. Dave King.

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