

# 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 July 1964

### C BADGES

594. Eric Ketonen; LK10A; Peterboro, Ont.  
595. Eddy Gwozdz; 2-22; Montreal, Que.  
596. Robert A. Munro; 1-19; Vancouver, B.C.  
597. Daniel C. Farrell; 1-26; Ottawa, Ont.

### SILVER C LEGS

- G. G. Dunbar; Dist.; LK-10A; Islington, Ont.  
Steven Burany; Alt; 1-26; Toronto, Ont.  
Daniel Farrell; Alt-Dur; 1-26; Ottawa, Ont.

### SILVER C BADGES

131. Richard F. Mamini; 1-26; Calgary, Alta.  
132. Peter C. Trounce; Ka-3; Sarnia, Ont.  
133. C. Peter Timm; Ka-8B; N. Vancouver, B.C.  
134. Eric Ketonen; LK-10A; Peterboro, Ont.

### GOLD C ALTITUDE

- Locke Robertson; L. Spatz 55; Calgary, Alta.

## Quebec Soaring Club 2821 Montreuil, Quebec 10, P.Q. An SAC Member Club.

The 1964 season has been great so far for the Quebec Soaring Club which had passed its 1963 mark for the number of flights by the middle of July. Wave soaring from our field and one cross-country have shown the start of a new trend. Our membership has trebled since the beginning of last year.

On July 19, a strong northerly wind whipped up a wave over the Laurentians, complete with lenticular clouds and a beautiful roller cloud just over our field. We were unfortunate in the fact that our only runway lies east and west, and the 90 degree crosswind considerably curtailed our possibilities. Only instructor Keith Park allowed himself to take off in these precarious conditions and soared 1 hour, 37 minutes in the wave over Levis and Quebec until the wind shifted and the wave disappeared.

Much of our flying has been done with the LK-10A. We only logged a few flights on our Grunau Baby before it sustained considerable damage on the ground in a violent storm. We are looking for a serviceable Grunau left wing and are considering the purchase of a new sailplane.

Keith Park has recently made a 32-mile flight and gained sufficient altitude in the process to earn two Silver legs. We enviously watched one of the Montreal sailplanes fly by on its way to Beaumont and wished they would come and visit us some day.

Starting with only seven members at the beginning of last year, we had reached close to 25 by the end of July.  
PIERRE POURCHELLE

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

Holidays have reduced the numbers at our field during July, but several important events occurred during the month.

At the beginning of July, Terry Beasley's "Blanik" two-seater arrived, beautifully packed in a polythene-lined three-ton crate. Terry and Ron Halliday generously took up club members, and we were all impressed by the smooth handling qualities of this machine—a real thoroughbred.

At the Canadian National Soaring Contest at Brantford, Ontario, the MSC was well represented, and our pilots generally did very well. Dave Webb retained the championship with his Skylark 4; Charles Yeates, Standard Austria SH, 3rd; Hicks and Maskell, 1-23D, 10th; H. Chabot, L-Spatz, 12th; Henderson and Stoten, Skylark 2, 15th; Jonah and Cairns, Skylark 2, 22nd.

To return to club activities the club's Blanik arrived in mid-July and our impression is confirmed that this is a delightful aircraft. We feel sure that it will polish up the flying of our more experienced pilots and justify its purchase.

For the rest of the season we expect to have some more cross countries, one or two more parties, and the usual steady round of training flights.

BOB CAIRNS

## York Soaring Association P.O. Box 153 Don Mills, Ontario

York Soaring Association opened its second season of flying from Goodwood Airport, 40 miles north of Toronto, on April 5 with the aircraft resplendent in the new club colors of white with red trim. A new insignia, designed by instructor Gil Parcell, now graces the tails of club sailplanes and has also been produced as a badge.

The current club fleet of two Doppelgaa two-seat trainers and one LK single-seater is shortly to be supplemented by a BG-12B, now in the final stages of construction and has been rescheduled to make its first flight early in August. It may take the air for the first time behind a new tow plane, now under consideration to augment the club's Auster, which has been bearing the brunt of this season's exclusive aero-tow operation. The winch, which handled most of last season's launches, is being retained in a reserve capacity.

New YSA officers, elected earlier this year, are: president and CFI, Walter Chmela; vice-president, Howard Larkin; secretary, Shirley Larkin; treasurer, Deryck Brown; technical director, Ossie Maranta; directors, Gil Parcell and Trevor Owen. Membership continues to grow in this the third season of the club's existence and, thermals permitting, a most successful season is expected, with a number of cross-country flights already being planned.

## FLY WITH THE FLYING GEHRLEINS

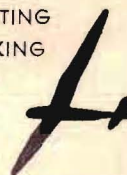
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