



Photo by Richard R. Gamp

Participants in the 1966 Canadian National Soaring Championships. Wolf Mix, overall winner, is standing astride his SH-1 between the center and the back rows. Other pilots (left to right) are as follows. Back row: Dick Mamini, Dave Webb, Mike Stoten, William F. Roach, Vic Shobridge, Lloyd Hunter, Hal Werneburg, John Pomilartz, Horst Dahlem, Gordon Hicks, Peter Trounce and John Firth. Center row: Oscar Boesch, Eric Ketonen, Wilbur Eley, Jake Brauer, Paul Tingskou, Paul Krauss, Roy Gray, David Parsey, Julien Audette, Charles Yeates, Kai Gertsen, Klaus Stachow, George Redzich, Bob Gairns, Kurt Kovacs, Harold Eley and Elvie Smith. Front row: Willi Deleurant, Stan Bieniada, Robert Cheston, Kerry Bissell, Henri Chabot, Norman Tucker, C. Peter Timm, James Long, Charlie Bonds and A. O. "Shorty" Boudreault.

## 1966 CANADIAN NATIONAL SOARING CHAMPIONSHIPS

Bob Gairns

A pilot's meeting on Monday evening, July 4th, started the ball rolling and the competition rules were laid down. It was agreed that if any pilot exceeded 230 miles on a free-distance task, the following day would be a rest day. There was some discussion as to whether a free-distance day should be included at all. Despite the feelings of some of the more experienced pilots that the long retrieve would simply be a waste of money, the will of the majority was to retain the task. Pilots' meeting were set for 9:00 A.M. each day.

### FIRST CONTEST DAY

The forecast on July 5th was for winds of 25 knots at ground level and 10 knots at 6,000 ft. Cloudbase was expected to rise to 5,000 ft. The task was a goal race to Melita, Manitoba, Airport, a distance of 187.5 miles—Gold distance. Pilots of hot ships selected times in the area of 1:15 P.M. to take off, the less confident, somewhat earlier.

The northwest wind was slightly across the track, drifting competitors to the south of course, but the high speed of the wind made good times possible. Seven pilots made it to the correct airport, the fastest of these being Wolf Mix (Austria SH-1) with a very fast 67.5 m.p.h. Yeates (Austria SH-1) was second, Kai Gertzen (K-6CR) third. In fourth place, flying an L-Spatz (!) was Dick Mamini.

Unknown to the task setters a second airport had been established east of the town. John Firth and Dave Webb made the mistake of landing there and lost a few points as a consequence. Several other

pilots got to Melita, but could not find either airport. It takes a lot to stop a BG-12, and Vic Shobridge of Vancouver kept on going, ending up in North Dakota, well over 200 miles away.

### SECOND CONTEST DAY

The first day provided a good start, but the second day was even better. There was less wind (about 12 knots at 3 to 4,000 ft.) and good thermal development. The task was a 200-km. triangle with turnpoints at Indian head, 45 miles to the east, Tyvan, a further 35 miles to the south, with a final leg of 50 miles back to Regina. Twenty-two of the 31 pilots entered completed the task. Wolf Mix was again the winner, setting a new Canadian record of 48.6 m.p.h. in the process.

### THIRD CONTEST DAY

Light winds and a 5,000-foot cloudbase were forecast for the seventh of July. The task committee, encouraged by the high incidence of task completion on the previous two days, now declared a 300-km. triangle, with turnpoints at Balcarres, 52 miles to the northwest, and Weyburn Airport to the south. The clouds never grew to more than wisps, however, and there were few of these. The task proved a little ambitious, and the first leg of the course was soon littered with grounded sailplanes. A dead area south of Balcarres (probably due to a recent rain) caused a few headaches, but a number got well down the second leg. Only Mix and Yeates got around the second turn point and Wolf Mix was again the winner.