

FOURTH CONTEST DAY

After an overcast no-contest day (July 8th) a 121-mile goal race to Carlyle Airport was set — after firmly establishing that there was only one airport there. Again a crosswind tended to blow pilots off course, but 11 managed to finish the task. Kai Gertzen, of Rochester, New York, won in a K-6CR at a speed of 49 m.p.h. Wolf Mix was second, holding on to his overall lead, Mike Stoten (SH-1) third, Charlie Webb fourth and Charlie Yeates fifth.

FIFTH CONTEST DAY

With adequate ground heating thermals on this day might go as high as 10,000 feet, so a repeat of the July sixth 200-km. triangle was set. The task was difficult from the start, and several gliders landed back at the airfield. Most of those who did get away made good progress to Indian Head, some reaching 9000 ft. en route, but discovered a dead area there that stretched ten or more miles to the south.

Several gliders were seen circling over Indian Head at about 1,600 ft., with an occasional single glider up 1,000 ft. or so higher. Seven gliders set out hopefully on course — and all landed together. Two more sat down at Indian Head itself. The seven further along course watched the indomitable Mix grind away above them for half an hour, then set off with only 2,500 ft. of altitude. Soon after this he was able to reach 8,000 ft. and round the second turnpoint. Dave Webb (HP-11A) and Gordy Hicks also managed to get to 8,000 ft. and landed a few miles behind Wolf. Shorty Boudreault gave up some excess altitude in order to be sure of a safe landing place, and came down in the same field with Hicks and Webb. Charlie Yeates, John Firth and Mike Stoten landed with the gang south of Indian Head. No one completed the task. Mix managed 93 miles, Webb, Hicks and Boudreault, 87. The next best distance that day was 53 miles. Paul Tingskow (BG-12B) landed on this hot day to find a cold glass of beer thrust into his hand, then a second, then a third — all on an empty stomach. He was then treated to an excellent supper.

SIXTH CONTEST DAY

There was warm air above 5,000 ft. to limit thermal development and winds on the order of 30 knots. Free-distance day! As it turned out the wind did not chop up the thermals as much as was expected. The thermals, however, were of the standard variety that we had come to expect, narrow, with strong cores. Roy Gray, who chose an early starting time, went to Carberry, Manitoba, a distance of 241.5 miles. Firth went 230, Yeates 228, Mix 212 and Webb 185.5 miles. Mamini, chugging along in the L-Spatz, made 175.5 miles.

Historical Notes

In a number of places, catapults have been tried for getting gliders into the air. One enthusiast mounted a heavy weight in a deep, abandoned well to furnish the power to shoot the glider forward. The machine was mounted on a small truck which ran along a track at high speed pulled by the rope attached to the weight, when the latter was released and fell into the bottom of the shaft. The weight was pulled to the top of the well by means of a winch, and released by an assistant at a signal from the pilot.

— THE BOOK OF GLIDERS

SEVENTH CONTEST DAY

Briefing on this morning (July 12th) included a warning to avoid a turkey farm on the outskirts of town. Shadows of objects circling in the air can cause a turkey stampede which may end in a corner of the yard with many suffocated birds.

The task, a 91-mile goal and return, proved to be a difficult one due to the low thermals (to about 3,000 ft.) and strong winds down low. Only 12 pilots completed the task, with Wolf Mix again earning the 1000 points for a speed of 37.5 m.p.h. Mamini again did a fine job in the L-Spatz, as did Peter Trounce in the K-8; they finished seventh and eighth respectively.



Photo by Richard R. Gamp

Wolf Mix, Canadian National Champion for 1966.

FINAL CONTEST DAY

After another no-contest day due to low cloud July 14th dawned brighter and encouraged Contest Director Julien Audette to set a task, a short one perhaps, but something to round things off. A 100-km. triangle was therefore set, but the very low cloud base and the very high winds caused a widespread feeling among the pilots that flying would constitute an undue risk to equipment. Ultimately the task was cancelled.

REFLECTIONS

There were no incidents on the airport with power traffic. There were some spectacular high-speed finishing runs, but these were over the separate grass area. We were pleased to see representatives from the U.S., namely Kai Gertzen and Lloyd Hunter from Rochester, New York. There were adequate towplanes, take-off times were accurate and marshalling was good. The ladies who waited all day for the telephone calls deserve our sincere thanks, as does Julien Audette, who was the mainspring of the organization.