

# free flight



official publication of the S.A.C.

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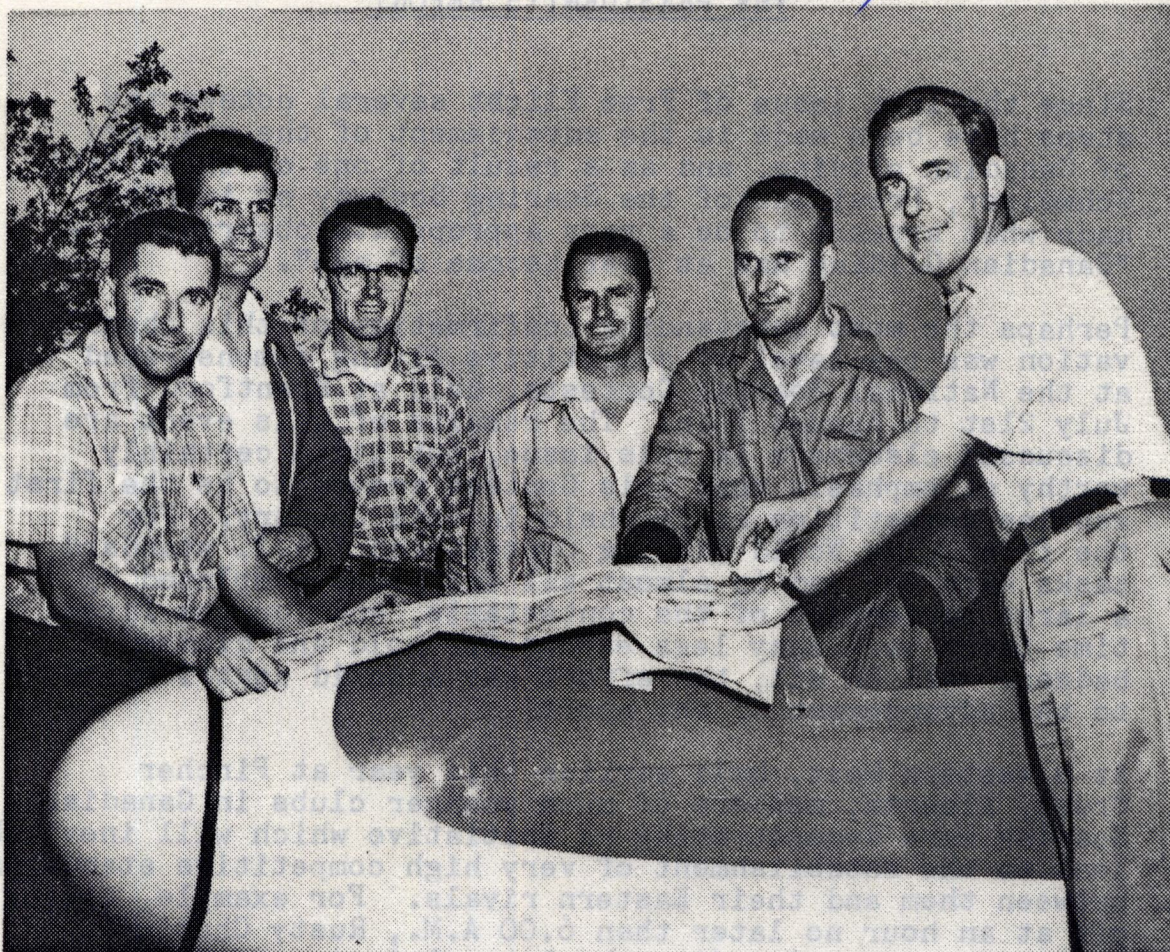
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Shown above are the pilots who completed the record breaking goal flight from Brantford to Elmira, N.Y. on August 6th. L to R, Charlie Bonds, Gord Oates, Elvie Smith, Jack Ames, Frank Brame, and Wolf Mix. (Photo courtesy Elmira paper.)

#### GORDON OATES WINS NATIONALS

Brantford, Sept. 8: Flying his Skylark III to a decisive victory over rival Charlie Yeates, Gord Oates became Canada's National Soaring Meet Champion today.

The winner of the National Meet was left undecided after the two weeks of contest flying, so a fly-off was arranged to take place between the winners of the two individual weeks on the first soarable weekend following. Both flights were to be prearranged tasks.

On Saturday, Sept 7, the task was an out and return race to Brampton airport, near Malton, at total distance of 94 miles. Gord completed this task in 2:39, while Charlie took 3:39.

Sunday's task was a repeat of the Aug. 10th. 200 km. (130 mi.) triangle. Brantford-Fergus-St. Marys. Gord completed this flight in 4:35, while Charlie was dogged with bad luck, and was unable to get around, in spite of two starts.

The contest tasks were also flown by Frank Brame for comparison purposes. Frank made the Brampton flight in 3:19, and the triangle in 4:36.



## THE PRESIDENT'S REPORT

Since the last issue of Free Flight several noteworthy steps have been made in the advancement of the standard of Canadian gliding, and as a result of one of these Paul Schweizer, President of the Soaring Society of America, made what appears to be a very appropriate observation - "Canadian Gliding has at last become of age".

Perhaps the most outstanding confirmation of this observation was the level of competitive flying demonstrated at the National Soaring Contests, held at Brantford from July 21st to August 10th. The results of this event are discussed elsewhere in this issue, but it is certainly worthy of emphasis that this Contest proved to be the first genuine competition so far held in this country. For the first time World Gliding Contest and F.A.I. standard tasks were set and in almost all instances completed by a large percentage of the contestants, and for the first time there were many legs earned for gold and diamond badges. All in all, the effort was a solid contribution to the advancement of the sport.

At a Western Meet, held earlier this year at Pincher Creek, Alberta, members of much younger clubs in Canadian Soaring were demonstrating an initiative which will inevitably lead to the establishment of very high competitive standards between them and their Eastern rivals. For example, taking off at an hour no later than 6.00 A.M., Rusty Chapin of Regina set a new Canadian absolute altitude record of over 19,000 feet in a wave condition which apparently prevails almost continuously on the eastern side of the Rockies. During the same period Bob Cheston earned #5 Canadian gold 'C' by completing his climb leg in a flight to almost the same height.

To add to the news of these encouraging advances made by the more skilled soaring pilots, it is now permissible to announce that the Department of Transport have proposed a scheme which should produce more pilots and, which is even more important, possibly from a younger age group than prevails at present. The proposal which is to be presented for government approval, calls for subsidizing gliding in a manner similar to that now applied to power training. Member clubs of the S.A.C. who offer an approved course as specified by the S.A.C. and the D.O.T. will, under the terms of the proposal, receive \$50.00 for every student earning his licence, and the student will receive a similar amount.



The conducting of an approved course will mean an increase in the administrative effort of each Member Club, but in return it should lead to a higher and more consistent standard of glider pilot training across the country. The most important gains will arise from the fact that glider clubs will have a means dependent on their own initiative, to earn payment for some of their equipment, and students of the lower income brackets should find it much easier to take a course because the \$50.00 earnable will offset a large part of the expenses of their first year's training.

More news will be released on the D.O.T. proposal as further progress is announced. In the meantime your Constitution Committee is hard at work on the legal aspects of making the S.A.C. a membership of clubs and individuals, rather than just one of individuals. This status becomes of even more importance as a result of the subsidy because the D.O.T. have clearly indicated that the plan can be implemented only through a single representative body such as the S.A.C. Further, all participating clubs must have 100% membership in the representing organization.

To complete this brief report it should be noted that the increase in membership has been very encouraging. The Vancouver area is 100% enrolled. Southern Alberta has responded to almost a similar extent, and in the East most of those actively in the sport have either joined or are being chased by their Club Directors. It should be the aim of all Zone Representatives to achieve almost 100% membership as soon as possible, as the size of our register will no doubt have an influence on the consideration which the Government give to the D.O.T. proposal.

In conclusion, all clubs and members are advised that the Inventory Committee (W/C A.N. Le Cheminant, Box 22 R.C.A.F. Station, Gimli, Manitoba) now has a supply of log books and S.A.C. decals, and is taking orders for blazer crests.

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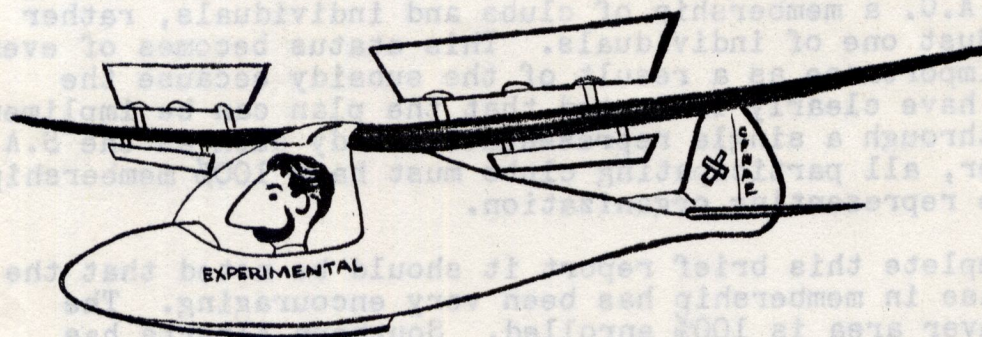
Monday, Sept. 2. : Gord Oates of Toronto completed the requirements for his gold 'C' today over Brantford airport. Picking up a thermal at 800 feet, Gord rode the Skylark III to a maximum height of approximately 18,000 feet. This flight also wins Gord his second diamond, and probably will establish a new Canadian altitude gained record. This makes Gord another contender for Canada's Number One Diamond 'C', next to Charlie Yeates, the only other Canadian to complete two Diamond 'C' legs.



# NINTH CANADIAN NATIONAL SOARING CONTEST

by Pete Stickland

**ORGANIZATION:** The Ninth Canadian National Soaring Contest, held at Brantford, Ontario during two separate weeks -- July 21-27 and August 4-10 -- was sponsored by the Soaring Association of Canada and hosted by the Southern Ontario Soaring Association in conjunction with the Brant-Norfolk Aero Club. Bruce Cooper of Brantford, who spent much time and effort in organizing the contest, was ably assisted by the two contest managers, Jim Carpenter and Jim Joss.



## CARPENTER'S ALMANACK OF FAMOUS CANADIAN GLIDING PERSONALITIES NO. 2 : PETE STICKLAND

### FIRST CONTEST WEEK

**Sunday, July 21** Early morning haze persisted till midday, when thunderclouds began to sweep across the field from the NW. Eleven competing gliders were dragged hangarwards, not before several crews received a thorough drenching. At one point, skies were so menacing that SOSA members were reminded of

a certain day in June, 1956 when a tornado struck the airport, destroying three gliders and damaging two towplanes. Two precious Tiger Moths were hastily removed to a place of safety, being parked in the lee of a hangar. After the storm, it was seen that the towplanes' upper wing panels were inches from a power line, while a hydro pole between the two machines bore the legend: "DANGER - 24,600 VOLTS."

**Monday, July 22** More of the same. Cloudbase was at 815 feet ASL, which happens to be Brantford's elevation. Gloom was dispersed when a CBC weather report gave promise of a fair soaring day on the morrow.



Tuesday, July 23 A cold front passed during the night, bringing winds of 15 mph from the NNE. The day's task was a goal race to Chatham, 105 miles to the SW, with the course hugging the northern shore of Lake Erie. Oscar Estebany, president of Montreal's Canadair Soaring Club, was first to leave at 1045. Cloudbase was then 2700 feet above the field and Oscar was never to reach this height again. He landed at Tillsonburg (25 m.) for the shortest distance of the day. Brian Rusk, of the Gatineau Gliding Club, flew the club's Eon Olympia on his first XC flight. Hoping to complete Silver C, he ran out of luck and lift and also had to land at Tillsonburg.

Three gliders put in at RCAF Aylmer (38 m.): Eric Best (SOSA) landed his Skylark III-d there and was followed at ten minute intervals by Bill Riddell (GGC) in his 1-26 and Pete Stickland (SOSA) in his DFS Olympia. Gordon Hicks of Montreal, flying CSC's Skylark II, made St. Thomas airport (46 m.) while Jim Joss (SOSA) set the flattop LK down at Fingal (58 m.) to be joined by Hillar Kurlentz in MSC's 1-26.

Three gliders made goal: Charlie Yeates' 1-23 sped over the course in 2:51 to collect 1000 points; Al Pow, last to take off, flew SOSA's 1-26 to second place with a time of 3:32; Bob Ford (Quebec) placed third in 4:37. This was Bob's second XC flight and his second flight in a borrowed machine (Mario Overhoff's Air-100). Cloudbase was at 3700 feet above ground, lowering past Fingal, and lift averaged about 3 fps.

<u>Pilot</u>	<u>Landed</u>	<u>Dist</u>	<u>Time</u>	<u>Points</u>
YEATES .....	Chatham .....	105 .....	2:51 .....	1000
POW .....	Chatham .....	105 .....	3:32 .....	809
FORD .....	Chatham .....	105 .....	4:37 .....	615
JOSS .....	Fingal .....	58 .....	-- .....	331
KURLENTZ .....	Fingal .....	58 .....	-- .....	331
HICKS .....	St. Thomas .....	46 .....	-- .....	269
BEST .....	Aylmer .....	38 .....	-- .....	222
RIDDELL .....	Aylmer .....	38 .....	-- .....	222
STICKLAND .....	Aylmer .....	38 .....	-- .....	222
ESTEBANY .....	Tillsonburg .....	25 .....	-- .....	146
RUSK .....	Tillsonburg .....	25 .....	-- .....	146

#### Without Comment

"Forty competing pilots today set off on a triangular course. Conditions are reasonably good but pilots are having difficulty in finding the much sought after thermals and are not staying up for any length of time. Some, however, are still battling their way round the triangular course."

(From a CKPC radio report at 2300 hours)

Wednesday, July 24 A high over northern Michigan was moving slowly southward, while Ontario was covered by unstable arctic air. (OPEN DAY) Wind was again NNE-15 and forecast cloudbase had been set at 6000 feet with an inversion at 7000. This was an open day and the only possible course lay along the



Lake Erie shoreline into the Windsor-Detroit area, ending in a difficult flight along a narrow peninsula while heading into the industrial haze of America's fifth largest city. Several pilots optimistically filed for Gold C distance, naming goals at Toledo, Ohio and Milan, Michigan. Others, more realistic, called Leamington airport (135 m.) while conservative pilots named Chatham airport (105 m.)

Most realistic of all was Charlie Yeates, who again added 1000 points to his score with a 160-mile goal flight to the U.S. Naval Air Station at Grosse Isle, Michigan. The first 130 miles were covered in  $3\frac{1}{2}$  hours but cloud ended abruptly in a line running from Tilbury to Leamington and the last part of the flight took almost two hours in difficult dry thermal conditions. Holding on in zero sink arising from a warm air lake effect, Charlie picked his way along the peninsula's southern shore. Finally, when a landing near Amherstburg seemed inevitable, a weak thermal was contacted which took him to 2000 feet. Charlie headed for Grosse Ile across a two-mile stretch of water, to reach his goal with 500 feet in hand.

Second place went to Bob Ford and Oscar Estebany, who made goal flights to Leamington. Fourth was George Scarborough, who took the DFS Olympia 155 miles, landing in a small stubble field west of Harrow to complete his second XC flight in something under six hours. This was a remarkable flight by any standards; even more astonishing was the fact that George was never lost. John Agnew flew 136 miles in Montreal's 1-26 to land near Ruscom, while Jim Joss gave up the idea of reaching Toledo and settled for the swamps of Leamington, where hordes of mosquitoes feasted on pilot and crew to force a hasty retrieve.

Three pilots -- Eric Best, Gordie Hicks and Leo Smith -- made goal flights to Chatham. They arrived with up to 5000 feet in hand but decided against abandoning their goal and spent some time comparing performances before landing. Al Pow ran out of lift at Wardsville. Bill Riddell ran out of lift at Brantford.

<u>Pilot</u>	<u>Landed</u>	<u>Dist</u>	<u>Points</u>
YEATES .....	Grosse Isle .....	160-G .....	1000
ESTEBANY .....	Leamington .....	135-G .....	845
FORD .....	Leamington .....	135-G .....	845
SCARBOROUGH .....	near Harrow .....	155 .....	775
AGNEW .....	near Ruscom .....	136 .....	680
JOSS .....	Leamington .....	135 .....	675
BEST .....	Chatham .....	105-G .....	655
HICKS .....	Chatham .....	105-G .....	655
SMITH .....	Chatham .....	105-G .....	655
POW .....	Wardsville .....	81 .....	405
RIDDELL .....	Brantford .....	-- .....	--

Contest standings after 2 contest days:

- 1) YEATES ..... 2000
- 2) FORD ..... 1460
- 3) POW ..... 1214
- 4) JOSS ..... 1006
- 5) ESTEBANY ..... 991
- 6) HICKS ..... 924
- 7) BEST ..... 877
- 8) RIDDELL ..... 222



Thursday, July 25 The tephigram indicated unstable air between 1200 and 3700 feet above ground; wind was light and from the NW.

(TASK DAY) The contest committee decided on a short task: an out-and-return race to Breslau, 23 miles to the N. Stan Rys, in the Eon Olympia, was first to take off at 1321 but hung over the field for 90 minutes before leaving. Charlie Yeates was last to take off at 1507 and first to return in the fast time of 1:28. Finding a good thermal off release, Charlie made goal in an hour and climbed from 2300 to 5300 feet over the turning point. He finished in fine style, stopping only once on the way back and covering the last five miles at 110 mph with spoilers open.

Seven gliders landed in twenty minutes to provide an exciting climax. Gordon Hicks, with a time of 2:16, beat Eric Best for second place by a margin of thirty seconds. Bob Ford finished fourth. Oscar Estebany, first at the turn, reached Brantford with 4000 feet in hand. Not knowing that the race was timed from take-off roll to touch-down, he lost height gradually over the field, ignoring his crewmen's frantic cries of "Spin it! Spin it!" He fared a little better than George Scarborough who, not realizing the event was a race, poodled northwards, got lost near Kitchener, found the turning point at last and poodled back to finish sixth.

Of several pilots who had narrow squeaks, Jim Joss's flight was the squeakiest. Down to 600 feet at Galt, he lost 45 minutes there, working his way up again with the help of weak lift, prayers, curses, incantations and Joss-sticks. The surprising thing about this race was not that three gliders were forced to land away but that all three happened to be 1-26's. There was much speculation as to whether this was due to coincidence, performance or finger trouble.

<u>Pilot</u>	<u>Time</u>	<u>Points</u>	
YEATES .....	1:28 .....	1000	Contest standings after 3 contest days:
HICKS .....	2:16 .....	635	
BEST .....	2:16:30 ....	630	1) YEATES .....
FORD .....	2:33:30 ....	586	2) FORD .....
ESTEBANY .....	2:37 .....	577	3) ESTEBANY .....
SCARBOROUGH ....	2:43 .....	556	4) HICKS .....
JOSS .....	3:03:30 ....	492	5) BEST .....
RYS .....	3:18 .....	454	6) JOSS .....
POW .....	(23 m.) ....	246	7) POW .....
FLEMING .....	(19 m.) ....	235	8) RIDDELL.....
RIDDELL .....	(15 m.) ....	182	

Friday, July 26

(NO CONTEST)

Desultory flights were made over the field. Bob Mackenzie in the Air-100 appeared to be going away at one time but didn't. Charlie Yeates stayed on the ground and other pilots did the same, figuring that whatever Charlie did ought to be good enough for them.

Saturday, July 27

(TASK DAY)

The ten o'clock tephigram showed a ground inversion with a thermal triggering temperature of 81°F. The lapse rate was the worst of the week and there was very little wind.



A 72-mile triangular race was set with turning points at Breslau and Tavistock. Before noon, it seemed unlikely that anyone would complete the course, but afternoon temperatures went to 85° and the weatherman turned up trumps to provide a reasonable soaring day.

With an unbeatable time of 2:40, Charlie Yeates carried his winning ~~streak~~ streak to a perfect score of 4000 points and emerged undisputed champion of the first contest week. Eric Best, whose handling of the Skylark III was improving daily, took only three minutes longer to complete the task, moving from fifth to third in the contest standings. Bob Ford turned in another excellent flight, finishing in 3:07 to retain second place.

Gordon Hicks very nearly had to land at Breslau, where he found himself at 700 feet above ground, ridge soaring along the river bank. Eventually clawing his way to 1200 feet, he turned his back on the airport and headed for the second turn. A good thermal near Kitchener saved the day, taking him almost to cloudbase at 5400 feet.

George Scarborough again proved that navigation is not his strong point. He made the turn at Breslau, then wandered off course and lost himself in the never-never land south of Highway 7. Jim Carpenter, observing at Tavistock, reported a UFO to the south at 1530 but this couldn't have been the Olympia. George finally made it back to Brantford, having turned at a village named (inappropriately) Bright. In his defence, it should be stated that visibility was poor and that Tavistock was not the best choice for a turning point even in good conditions.

Making a non-contest comparison flight, Frank Brame took his 1-23E around the course in 2:49. Brian Rusk made a non-contest flight to Tillsonburg in another try for that elusive Silver C distance. Apart from him and Bill Duench, who touched down one barnyard's length from the field, only three pilots landed away from Brantford. By a strange coincidence, all three were flying 1-26's.

<u>Pilot</u>	<u>Time</u>	<u>Points</u>	
YEATES .....	2:40 .....	1000	FIRST WEEK CONTEST
BEST .....	2:43 .....	981	STANDINGS
FORD .....	3:07 .....	855	1) YEATES .....
ESTEBANY .....	3:18:30 ....	805	2) FORD .....
HICKS .....	3:24:30 ....	780	3) BEST .....
JOSS .....	3:35 .....	760	4) ESTEBANY .....
KURLENTZ .....	(23 m.) ....	246	5) HICKS .....
POW .....	(23 m.) ....	246	6) JOSS .....
RIDDELL .....	(15 m.) ....	182	7) POW .....
SCARBOROUGH.....	--- .....	---	8) RIDDELL .....

#### PRACTICE PERIOD (Sunday, July 28 - Saturday, August 3)

Contest dates are decided by the vacation dates of Canada's two major aircraft companies and since these rarely coincide, the practice period was introduced to span the one-week gap. Four pilots, two of whom were successful, practiced Silver C flights. Jim Carpenter, flying the 1-26, completed his badge with a 70-mile flight to Buttonville while his faithful crew waited



at Welland, Jim's abandoned goal. What his faithful crew said after their 240-mile retrieve is immaterial. A few days later, Faithful Crew Chief Don Pounder flew the 1-26 to Dunnville (42 m.) Other triers were Bruce Cooper (1-19) and Frank Woodward (1-23).

The Air-100, only visitor to stay over, was damaged on the Monday when Bob Gairns hit a ridge while landing in a rough field. The remainder of the week was taken up in repair work; as Bob Ford remarked, "One little graunch on the stick would have saved all this!" Obviously, the ship was jinxed. Parked near the runway while awaiting its test flight on the Saturday, the Air-100 lost its rudder when clipped by a fast-moving LK on a downwind landing following a spot of Tiger trouble at 250 feet. It was a bad break for Elvie Smith who, taking over from Bob Ford, had to miss the first contest day.

## FREE FLIGHT JULY-AUG 1957

### SECOND CONTEST WEEK

Sunday, August 4      The task was a 92-mile goal race to Oshawa airport via Buttonville, made more difficult by a 90 degree cross-wind. A local event featuring six Brantford-based pilots, this was the only task to remain uncompleted, though Gordon Oates in the Skylark III-d came very close, reporting his position as "one mile east of Highway 12, two miles west of the airport." Garbled over the phone, this came out as "two miles east of the airport" which evoked a sharp rejoinder from Jim Joss: "Well, if you're east, you daft bugger, you're there!"

Thunderstorms were the downfall of many pilots. Two had to land in metropolitan Toronto: Wolf Mix at the Kennedy Road cloverleaf and Jack Ames at the SE corner of Don Mills Road and Eglinton which, to the uninitiated, sounds almost as bad as King and Bay. Pilots were allowed to wander three miles off course and were then penalized for each mile beyond the 3-mile limit. Charlie Bonds' first flight of the day, in SOSA's 1-26, ended 8½ miles from the field and 7 miles off course, which wasn't exactly bonzer. He came back for a second go and more than tripled his score.

Pilot	Landed	Dist	Off course	Points based on	Points
OATES	2 m. W of Oshawa	92	-	92	1000
MIX	NE Toronto	74	7	70	761
AMES	NE Toronto	70	9	64	696
BRAME	S of Hornby	41½	-	41½	451
POW	N of Waterdown	28	-	28	304
BONDS	near Copetown	17	5	15	163

Monday, August 5      Unstable conditions prevailed as early as 0930, when the Air-100 soared on its test flight. Wind was NNW-20 and the forecast indicated a middling-to-terrific day. It was agreed at the pilots' meeting that the day's score would be based on free distance only and that no bonus points would be awarded for goal, goal and return or triangular flights.



Despite the stiff crosswind, all pilots but one headed SW toward the Chatham peninsula. Frank Brame won the day with a flight of 145 miles but competition was keen and Gord Oates and Jack Ames gave little away. The first three places showed a spread of only eight miles and 54 points. The Canadian two-place distance record was broken when Al Pow and Walter Knaus covered 88 miles in a bunny-nose LK. The old record of 77 miles stood for five years: the new record lasted 24 hours (see below).

"Try, try again" is Charlie Bonds' motto. He had four tries this day -- a show of perseverance that was an object lesson to us all. Flight #1 was a poop-out. Flight #2 was a downwind XC attempt that ended in a field ten miles away. Flight #3, made after a quick retrieve, was another up-and-downer. Flight #4 got under way at 1715 and lasted exactly two hours, while the determined little Aussie flogged the 1-26 all of 53 miles to land at Port Colborne.

Wolf Mix had a rough day, flying into a big hole to wind up only 16 miles from Brantford. He phoned in his position at 1300, then sat in the field more than four hours. This sort of thing is enough to send any glider pilot round the bend, but worse was to follow. Toward the end of his long vigil, Wolf suffered the crowning mortification of his career when Bruce Cooper flew over the field and disappeared -- in a 1-19.

				Contest standings after 2 contest days
Pilot	Landed	Dist	Points	
BRAME	W of Kingsville	145	1000	1) OATES ..... 1973
OATES	SE of Essex	141	973	2) AMES ..... 1642
AMES	NW of Leamington	137	946	3) BRAME ..... 1451
POW	E of Morpeth	88	607	4) POW ..... 911
DUENCH	West Lorne	73	503	5) MIX ..... 871
BONDS	Port Colborne	53	365	6) BONDS ..... 528
SMITH	Springfield	35	242	7) DUENCH .... 503
MIX	Windham Centre	16	110	8) SMITH ..... 242

Tuesday, August 6 This was the big one, the day of days. The wind was NW-20 and the goal was Elmira and six out of eight pilots made the oft-dreamed-about-never-accomplished 190-mile flight linking the two soaring capitals. On this day, the brightest in Canadian soaring history, bugaboos were unbugged, fingers and bottlenecks were unplugged and the Niagara peninsula was licked at last. Charlie Bonds got away on the first attempt -- and that was portent enough. The Niagara passage was easy or not so easy, depending on take-off time: Elvie Smith soared to 11,600 feet over the field and no one could hope for a better start than that; Jack Ames went down the peninsula in three clouds -- 9000, 8000, 8000 feet; Charlie Bonds, hustling to beat the overcast, was unable to reach cloud-base before Buffalo; Al Pow was down to 800 feet several times.

Buffalo was crossed at 6000 feet and the way was clear -- seven pilots pressed on toward the Finger Lakes with cloudbase at 8000 feet. First in was Jack Ames, to record the day's fastest time: 3:50 for an average of 49 mph. Gordon Oates cruised at 80 mph, unable to believe his best-speed-to-fly chart which told him he should be doing 95. He finished second in 4:21 and then the others swarmed in -- Frank Brame, Wolf Mix, Charlie Bonds, Elvie Smith.



It was Old Home Night at Chemung County Airport and genial host Paul Schweizer was especially pleased with Charlie's performance in the 1-26. Four Gold C legs and five diamonds were won and the two-place distance record jumped to 146 miles when Albie landed at Wayland, N.Y. and surrendered two illegal entries to the State police. The Niagara peninsula snared only one victim: Bill Duench fell through a hole after going 60 miles.

Pilot	Time	Points	Contest standings after 3 contest days
AMES .....	3:50 .....	1000	1) OATES ..... 2854
OATES .....	4:21 .....	881	2) AMES ..... 2642
BRAME .....	4:26 .....	865	3) BRAME ..... 2316
MIX .....	4:45 .....	809	4) MIX ..... 1680
SMITH .....	5:06 .....	750	5) POW ..... 1481
BONDS .....	5:13 .....	735	6) BONDS ..... 1263
POW .....	(146 m.) .....	570	7) SMITH ..... 992
DUENCH .....	(60 m.) .....	223	8) DUENCH ..... 726

Wednesday, August 7 "Everyone can have the day off" was the message  
 Thursday, August 8 scrawled on the bulletin board at Contest HQ that  
 Friday, August 9 Wednesday morning and: "Gold C's, five for \$1.00 -  
 apply to Jim (Green Eyes) Joss." Jim needed the rest  
 (NO CONTEST) as much as anyone for he had been kept busy the  
 previous day spreading the good word to newspapers  
 and radio. It was a fascinating experience to hear  
 ungarbled news of the Elmira flights on CKPC's 6:00 pm newscast just a few  
 minutes after Jim had phoned in the details.

Frank Woodward flew Bill Duench's 1-23 to Dunnville that day to complete Silver C. A consistent trier was Kai Gertsen, who brought a 2-22 from Rochester, N.Y. with hopes of making Silver C distance. But the ship came with a built-in hoodoo and there was no pie in the sky for Kai. His best flight was 36 miles, disallowed on account of the 1% rule. More successful was John Shantz, who polished off his Silver C during the contest/practice period with a flight to Port Colborne.

Competing pilots returned in triumph to find a tense situation developing. Gordon Oates led the field -- as he had from the first day -- but Jack Ames, in second place, was only 212 points away, while Frank Brame occupied third slot 326 points behind Jack. With three days to go, it was anybody's contest, but excitement waned as Thursday and Friday produced nothing better than a solid alto-cumulus deck that effectively blocked all convection.

Saturday, August 10 A cold front south of Lake Erie, on a line through  
 Elmira and Toledo, provided soarable conditions. Wind  
 (TASK DAY) being negligible, the obvious choice was a triangle.  
 For the final task, the contest committee selected a  
 130-mile triangular course with turning points at Fergus and St. Marys, a  
 toughie for all but the higher performance ships. It was thought that  
 Gordon would play it cagey, sacrificing a little on speed to be sure of  
 getting round, whereas Jack would probably go all out, having to beat  
 Gordon by at least an hour to win the contest.



To avoid any unfairness in towing, all flights were to be timed from release to landing. One by one the ships were launched: Frank Brame released at 1259; Gord Oates at 1307; Jack Ames at 1312. By 1400, the sky was clear of sailplanes and the long wait began. From 1700 on, a constant watch was kept. It was almost 1730 before an unfamiliar black shape scooted in from the NW: Jack Ames, flying a borrowed Bergfalke as a replacement for his damaged 1-23, had done the course in 4:17. Last of the Big Three to go and first to return, Jack's time appeared unbeatable. (It did, in fact, set a new 200 km. triangle speed record of 30.3 mph.)

Spectators scanned the sky with renewed interest now, for conditions were beginning to deteriorate and there was a chance that Gord might not make it. And then, twenty minutes after Jack's landing, the big red and white Skylark came barreling in, and Gord had won with 127 points to spare.

The date of the Fly-off between Charlie Yeates and Gord Oates to decide the National Champion has not yet been set. It was hoped to complete this contest on Labour Day weekend, but poor soaring weather prevented it. The results of the final Fly-off will be reported in the next issue of Free Flight.

			SECOND WEEK CONTEST	
Pilot	Time	Points	STANDINGS	
AMES .....	4:17 .....	1000	1) OATES .....	3769
OATES .....	4:41 .....	915	2) AMES .....	3642
BRAME .....	5:54 .....	726	3) BRAME .....	3042
BONDS .....	(86 m.) .....	480	4) MIX .....	2104
SMITH .....	(79 m.) .....	441	5) BONDS .....	1743
MIX .....	(76 m.) .....	424	6) POW .....	1609
POW .....	(23 m.) .....	128	7) SMITH .....	1433
DUENCH .....	-- .....	---	8) DUENCH .....	726

#### National Meet Statistics

<u>First Week</u>			<u>Second Week</u>		
Place	Pilot	Glider	Place	Pilot	Glider
1)	C. Yeates	Oakville 1-23	1)	G. Oates	Toronto Skylark 3
2)	A. Ford	Montreal Air 100	2)	J. Ames	" 1-23, Bergfalke
3)	E. Best	Toronto Skylark 3	3)	F. Brame	" 1-23D
4)	O. Estebany	Montreal 1-23D	4)	C. Bonds	" 1-26
5)	G. Hicks	Montreal Skylark 2	5)	E. Smith	Ottawa Air 100
6)	J. Joss	Toronto Flattop LK	6)	W. Mix	Toronto Flattop LK
7)	A. Pow	London 1-26	7)	A. Pow	London Std. LK
8)	W. Riddell	Ottawa 1-26	8)	W. Duench	Kitchener 1-23

Total No. contest flights: 72

Total cross-country mileage: 5856



## PINCHER CREEK MEET

June 22 to July 1

by Locke Robertson.

An informal Western Meet was held at Cook's field, Pincher Creek Alberta during the last week of June this year. Two gliders and 16 pilots participated. The gliders were the Cu-Nim Double Bubble flat-topped TG3 and Bob Chestons Fauvel AV36. The gliding personalities present had come from Regina, Moose Jaw, Calgary, Gimli, and Ottawa. A few of the highlights of the Meet will be outlined:

**Saturday:** Saw the arrival of the gang from Saskatchewan and some of the Cu-Nims from Calgary. There was no flying. The time was spent getting the machines ready and renewing old and new acquaintances.

**Sunday:** Local soaring. The two best flights - Julian Audette and Doc Jones in the Double Bubble for 2:25 and Bob Cheston in his Fauvel for 2:02.

**Monday:** Wind 30 and gusts, unstable. Cumulus was forming and several attempts were made to hang on to the lift without too much success. Locke Robertson (the optimist) goaled for Moose Jaw and managed to make about 15 miles due North, landing in a field up in the Porcupine Hills. (Someone should have told him that Moose Jaw was east!) The remainder of the afternoon was spent retrieving same. Monday also saw the departure of everyone except Rusty Chapin, Bob Cheston and Locke Robertson.

**Tuesday:** Cloud formations seemed to indicate some wave activity. The wind was 30-40 mph, from the west. After reassembling the Double Bubble, several attempts were made to try and contact the wave without success. Finally in the early morning Bob Cheston picked up lift in the Fauvel near Pincher Creek, and cruised around for some time at 6500 msl. Seeing this, George Rynning, who had just arrived, and Locke Robertson took off in the Double bubble. They cruised around for about an hour in zero sink at 6500 msl., but saw no sign of Bob, and assumed that he had landed. On landing themselves, they discovered that Bob had just landed before them, after having worked up to 19200 Feet msl. in strong wave conditions. This gave him a height gain of 13200 feet, and a Gold 'C' leg. Even though it was by now almost sunset, it was decided to send up Locke Robertson to try for Silver 'C' gain. Locke did just this, climbing from 7000 feet on release to a top of 11200. As it was now 9 o'clock in the evening, and the sun had long since departed, Locke reluctantly left 15 ft. per sec. up, and headed back. The landing was made on the airport, with the help of car lights along the runway.

**Wednesday:** Mr. Cook told us that the wave usually continued right through the night, so Rusty decided to have a crack at it first thing in the morning, as he had been busy towing all the day before. At 4:00 a.m., Rusty was up to see if it was still there. It was. So everyone rolled out of bed and proceeded to get Rusty airborne in the Fauvel. After release at about 7000 msl, we watched him gradually gain height until he disappeared above cloud. Then followed a long wait, and just as we were beginning



to think he had landed somewhere else, Rusty came barreling out of the southern skies, just exactly 5 hours after take-off. He had had an extremely interesting flight, which is reported elsewhere in this issue, reaching a maximum height of 19750 msl. This gave him a height gain of 12750 feet and a Gold 'C' leg. This was the last wave flight of the meet and it would appear that the wave reaches into lower altitudes in the early morning and the evening when surface layer convective turbulence is at a minimum.

Thursday: Clear, light winds. Cumulus started to pop at about 11 a.m. Taking off in the Double Bubble, Locke Robertson was able to complete his second Silver 'C' leg, by flying to Welling, Alta., due south of Lethbridge, and a distance of 55 miles. After the crew arrived back at Cook's with the glider, they were pleasantly surprised to see W/C Bill Riddel, complete with oxygen equipment. Bill was all set to blast off into the blue after another height record, but unfortunately there was no more wave activity that week.

Friday: Clear strong west wind and ragged wind-blown cumulus characterized the sky. Several attempts were made to stay up, but the lift seemed to be blown to pieces. Calgary TV arrived, and filmed several sequences including air-to-air shots by Bill Riddel in the Fauvel.

Saturday: Local soaring. Lethbridge TV also arrived and filmed several sequences.

Sunday : Local soaring. Al Foster and Bill Cowan reached 8900 msl. in a thermal, on a flight lasting 1:48.

Monday: Local soaring. No notable flights. Bob Cheston flew for 2:26 - about par for Bob now! W/C 'Chem' Lecheminant arrived and also made a 57 minute flight.

So ends this years's meet - not spectacular competition-wise, but thoroughly enjoyable, combining good fellowship with both good and not so good soaring. We feel that the flights made went a long way towards proving Pincher Creek as an outstanding soaring site. The following is a summary of all the flights made during the meet period:

Total no. of flights .....	37
Total no. of gliders .....	2
Total flight time .....	39:34
Average flight time .....	1:04

\* \* \* \* \*

#### New 1-26 for Regina

News has been received that Julian Audette, Doc Jones, and one other Regina pilot have started construction of a Schweizer 1-26 kit. Free Flight will be looking forward to hearing about more good flights from that area next spring.



## REPORTS FROM OTHER NATIONALS

Elmira, N.Y. Stan Smith of Buffalo, N.Y. flew his Schweizer 1-21 to first place in the 24th annual U.S. National Soaring Championships, held at Harris Hill Airport from July 2-10, 1957. Paul Bikle, of Lancaster California, was second, and F.B. Compton of Miami, Florida was third. Thirty one pilots entered the competitions. The most outstanding flight of the meet was made by Fritz Compton, in a standard LK, who flew 320 miles to Plymouth, Mass. on July 6. Dick Schreder also cracked the 300 mile mark by landing at Boston's Logan International Airport, a distance of 305 miles that same day, in his specially designed HP-7.

Full details of the U.S. Nationals can be found in the July August issue of SOARING magazine.

Lasham, England. The British National Gliding competitions were opened on July 27 at Lasham Aerodrome by H.R.H. Prince Philip, Duke of Edinburgh, who made the first circuit in the front seat of the World Champion Slingsby Eagle. Derek Pigott, C.F.I. at Lasham, was check pilot.

Seventy sailplanes of all types were entered in two leagues. After a week of highly competitive flying, Lt. Col. A. Deane-Drummond was declared winner in league 1, with 547 points. Cdr. N. Goodhart came a close second, with 537, while his brother, Cdr. A. Goodhart, came third with 515. David Ince came fourth, and Phillip Wills fifth, with 502 and 479 points, respectively.

The following 'Wrenderings' of some of the winning personalities have been reproduced (without permission) from Sailplane and Gliding Magazine.



(Deanedrummondum)

THE RAZORBILL AUK (Goodhartibus Nickii)



(Goodhartibus Tonii)



(Philiporum Willsorum)

Wenatchee, Wash. The third Northwest International Soaring Contest was held from June 30 - July 6th. Although every day was a contest day, there were no spectacularly long flights made. The long task experts, Bob and Bill Fisher, and Joe Robertson and Joe Carter, accumulated sufficient points to come in first and second, respectively. The short triangle expert, Bob Moore, came in third.



## THE THERMAL G RANCH

by Bill Rice

During the latter part of June this year I was fortunate enough to go on a short holiday, and like most glider pilots this holiday included visiting other places where the sport of soaring is performed.

Having been down to Elmira several times I decided to drive to Erie Pennsylvania, the location of Larry Gehrlein's Thermal G Ranch. On arriving in Erie (which is only 135 miles from my home in Ontario) I called Larry at his welding shop to ask for directions to the field. Cumulus clouds were just starting to form, and I found that the Gehrlein family were just preparing to leave for the field also.

When we arrived at the ranch, which is just seven miles south of the city, Larry drove me around on an inspection tour of the installations. The total area of the field is 50 acres and it has a surprisingly good cover of grass. Eventually there will be two runways in use, but at the present time only one is in operation. When the other runway is ready they will run parallel to each other in an East-West direction, one being used for landings and the other for take-offs. The prevailing wind is from the West. Guess what city lies in an easterly direction? Elmira, of course. From the air you can see a beautiful valley running off to the East. There should be some slope soaring available, and if not it should be a good spot to kick off thermals at least.

The following list gives an idea of the facilities already in operation on the Thermal G Ranch:

1. Two winches. Later this year the third winch will be ready.
2. The framework for the hangers is all welded but not completely in place. These hangars are very similar to those in use in Texas.
3. Rest rooms at each end of the field, of the outdoor type with natural ventilation. They are well built, and should withstand the strongest winds or Halloween pushers.
4. Two metal utility buildings, one at each end of the field, for the storage of tools and other equipment.
5. One large building to house the tractor, truck, and jeep.
6. One Link Trainer room (formerly a two car garage)
7. Runway markers, approximately three feet long, ruggedly constructed from metal, and painted yellow.
8. One well constructed and sturdy wind tee. You will know what I mean if you see the movies of Larry and his son carrying the cement up the hill in buckets. This was necessary because the ground was too soft to use the tractor.
9. Last but not least, a lounge and lunch counter complete with a young waitress who is interested in gliding. She will take your order then come back and sympathize with you over the thermal you just missed but someone else caught!

Larry is going to set up a field telephone so that you can



be in direct contact with the winch operator down at the other end of the runway. There are many other things too numerous to mention. But I am sure that this will give you an idea of what is taking place at Erie. In the very near future there will be more improvements, such as bunk houses and cabins, and a real honest-to-goodness swimming pool. So when someone tells you to go and dunk your head, you can.

Unfortunately the Gehrleins have had to sell four of their six gliders in order to buy machinery and equipment to build up the field. Most of the work has been done by the family itself, and in such a short time that it is hard to believe until you see the actual films taken by camerawoman Grace. The movie producers in Hollywood would be jealous.

Larry informed me that tows will be available every afternoon and on weekends all summer to anyone who wishes to fly at the Thermal G. The winch tows, up to about one thousand feet altitude, cost fifty cents each.

From Brantford Ontario to Erie is approximately two hundred miles, or about five hours drive. I hope to spend a few more days at Erie this August to do some soaring, and will be reporting on the soaring conditions there in a later article.

#### RIDING THE PINCHER CREEK WAVE

(reprinted from the CLOUDSTREET,

bulletin of the Regina Gliding and Soaring Club.)

On June 26 Rusty Chapin towed off from Cook's Pincher Creek airstrip and soared the Fauvel AV-36 to 19,750 feet in the standing wave. He set an official Canadian altitude record.

Here in Rusty's own words is an account of his flight:

"Bob Cheston prepared the Fauvel AV 36 and myself for the flight, complete with oxygen outfit, camera, maps, two pair of coveralls, fleece lined gloves, a little food, and last but not least, a sealed barograph. Meanwhile, George Ryning and Locke Robertson were busy rigging a towing hook onto Ted Jansen's Super Cruiser to do the towing for me.

At 0500 hours Ted was rudely pulled out of his comfortable bed, plunked into the front seat of his Cruiser and ordered to FIND THE STANDING WAVE.

I noticed that the wind had shifted from due west to west-southwest during the night, and with this in mind, we towed off at 0558.

We proceeded about eight miles due west of the airstrip to where the wave had been the night before, but only normal lift was encountered. Remembering the slight wind shift, I pulled the towplane tail around in order to fly more to the south. Proceeding in this direction to a point southwest of Pincher Creek town we came upon weak lift over a 'Triple-ridge' formation at about 5500 asl. ( 2000 feet above ground.)

We worked this in tight circles up to 6000 Ft. asl. with lift at a steady four ft. per sec. As on the previous day, we began to have trouble maintaining our position in the lift area, so the pattern was changed to a racetrack type circuit over the



ridge. The lift improved slightly and appeared to be best in an area about two miles long and half a mile wide, parallel to and above the 'Triple ridge'. At 6500 feet, I felt that we had the wave pegged, but as I reached for the 'plug', I remembered other aborted flights of mine that could be blamed on too low a release, and so stayed on tow until I reached 7500 feet asl. After 43 minutes on tow, I released at 0641 hours, and was immediately sorry, for as I slowed down to soaring speed, I watched the green pea settle and the red take over.

After losing a few hundred feet, I noticed that I was out of position with the 'Triple ridge', so I hurriedly corrected this error and was rewarded with lift contact. Thirty minutes after release, I was at 11830 feet and for some reason I decided to penetrate to the next forward wave, rather than work this one to the top. In about ten minutes I was again sorry. I was unable to get far enough ahead with the altitude that I had to make contact, so I turned tail and headed back to my 'Triple ridge'.

After the usual frustrating search, I finally made contact at 0731 hours, with 7890 feet on my altimeter. Right here and now I told myself that I was going to ride this wave right to its top, before trying any further penetrations.

At 10000 feet I put on my oxygen face mask and tested the equipment for proper action. At 12000 feet I started using a little oxygen, and continued increasing the supply at every 1000 foot level. As I was checking my supply and equipment around the 14000 foot level, I glanced at the flight instruments and was somewhat disgusted to find the lift was weakening. Looking around outside the 'Wing', I was amazed to see that I had almost backed into the cloud formation behind me.

What had happened was that in flying back and forth in the wave, I had let myself drift back with the strong wind, and had flown myself out of position. A quick dive at increased airspeed corrected this.

I was now able to fly headed directly into wind at an indicated airspeed of 45 to 50 knots and stay in the best lift area. Lift improved and now indicated 10 to 15 feet per second.

During the remainder of this climb, I drifted slowly back with the wave. The lift petered out at 18700 feet at 0821 hours. Looking down, I could see that I was about 15 to 20 miles southeast of Pincher Creek. I took a couple of snapshots with my camera just in case this was to be my 'high' for the flight.

I started the penetration into the next forward wave, flying straight west, passed over my 'Triple ridge' ground check point and made zero sink contact at 12800 feet at 0851. Further probing and searching about produced good steady lift at about 10 feet per second. Right from the start of this climb, the wind was strong enough that by flying directly into it at an indicated airspeed of 45 to 50 knots I was going up steadily and slowly drifting back.

At 0956 hours, I arrived at 19500 and lift was weakening, but I worked it to zero sink and made 19750 feet by 1011. At this time I was about 15 to 20 miles straight south of Pincher Creek enjoying some of the most beautiful scenery in the world, and from a sailplane at that. Ahead of me and very inviting



indeed were signs of higher wave actions. Judging from the roller-coaster cloud formation, each one appeared to be higher than the last. I could clearly see four of these formations to the west, the last one being well over the Rockies.

I was getting ready to try to penetrate to the next wave, but a check on my oxygen supply dictated a change in plan. I had only 800 pounds pressure remaining in my supply tank, and not desiring to run out, I proceeded ahead into the 'down' part of the wave and with full flap and 70 knots airspeed, I descended."

Rusty landed at Cook's Airstrip at 1055 - 4 hours and 55 minutes after take-off. He described it as a flight of a lifetime, gaining a second leg on his Gold 'C' and setting, although as yet unofficial, a new Canadian altitude record.

The day before, June 25, Bob Cheston flew the AV 36 to 19300 feet asl. for an altitude gain of 13300 feet. Congratulations to Bob and Rusty on these two record breaking flights.

#### A MEMORABLE FLIGHT

by Brian Newbold

(This article was reprinted from the 'PENGUIN'- the bi-weekly publication of the Quebec Soaring Club, Quebec City.)

This is an account of a good flight which was made recently at Ancienne Lorette Airport by one of our members, Mario Overhoff.

It started as just another weekend. The members started out in the morning with great enthusiasm. The LK and the Tiger Moth were wheeled out in short time, the tow rope readied, and cameras soft drinks and other incidentals were spread out properly. As a final precaution we dashed up to the control tower for a last word with the controller. We were promptly informed that a wind of 35 mph was considered too high for flying and we would have to wait until the wind dropped. This was at 10 o'clock.

The hours rolled by. Every half hour or so someone would approach the control tower only to be told that the wind was still too high. Eventually, however, with a lot of perseverance and heckling the tower finally gave in, and so the Moth was warmed up and the LK rolled out.

Overhoff, as usual, decided to have the first flight. He got into the LK, strapped down, adjusted the instruments, checked the controls, and finally gave the signal to start off. The tow, as was expected, was full of ups and downs. Gusts would pick up the Moth like a feather or rock it like a see-saw. At 2000 feet, the rate of climb indicator needle suddenly shot up to 2000 feet per minute climb and the pilot decided enough was enough. A quick turn to the left, and the rate of climb stabilized at 1000 feet per minute. The altimeter proceeded to make like Big Ben. After a few minutes, 5000 feet was reached, about four miles downwind of the airport, over Quebec Bridge. Conscience dictated



a quick return to the airport, just in case. So, pushing along at 70 mph, the airport was reached with still 3000 feet of thin stuff between the LK and terra firma.

Once again contact was made with some good lift and a short time later, or so it seemed, 5000 feet was again registered on the clock. This time however, the airport was not quite so far away. Rather than dash back, the LK continued to circle until at 6000 feet the lift gave out. The nose was pointed north into the wind and the hills of the Laurentians. After five minutes, gold was struck again, and soon the LK found itself 7000 feet above Charlesbourg. An hour had gone by, although in the excitement it only felt like a few minutes.

The cumulus to the north looked very inviting. Lake Beauport and Lake St. Joseph sparkled in the distance. A heading due north was again taken. Unfortunately the pilot did not anticipate the heavy down-wash of air cascading down the foothills of the Laurentians. The LK sank like a stone and at 4000 feet a hasty retreat to the airport was necessary. This was reached with 3000 feet to spare, and reliable thermals came to the rescue once again.

Shortly afterwards 6000 feet was reached at the same spot as a hour before. This time there was a fine cloud street over the river to the west. A cautious beat was begun. An upwind dash at speeds from 60 to 80 mph until 5000 feet was reached and a few quick turns in lift to 6000 feet gradually put the bridge and then the airport behind. Slowly the margin was increased and the path of the LK varied between 5000 and 7000 feet. Onwards to the village of St. Augustin, about 5 miles upwind. Going upwind against a 40 mph. wind is not easy. Still, by pushing along at 70 mph. between thermals and neglecting any climb less than 500 feet per minute, some progress was made. Soon the LK found itself over Neuville, about 20 miles west of Quebec. Two hours had passed by since take-off.

Suddenly, the rate of climb went to 1500 feet per minute and the altimeter shot past the 7000 foot mark. Lift leveled off at 1000 feet per minute and a cool shadow engulfed the pilot. He looked up and saw the underside of a large dirty white blanket which seemed to be just over his head. It also became decidedly chilly inside the cockpit. Frost began to appear on the steel frame and the pilot's breath condensed every time he exhaled. Quite suddenly, at 7300 feet, wisps of white fluffy cloud drifted past the canopy. A glance downward showed more of these wisps a hundred feet below.

Still higher the sailplane circled. Vision became milky and soon vanished altogether. The pilot then became uneasy. The stick was pushed forward, and the LK dropped at 90 mph. A hundred feet lower and the ground became visible again. This was not so bad - so back on the stick and up once more. Back to 7500, 7600, and then 7700 feet, but the pilot decided that he would risk no more. So, back down to 7300 feet again. To the north there was



a gap in the Laurentians. Flying along a cloud street at 45 mph, the altitude fluctuated between 7000 and 7500 feet. Soon, Lake St. Joseph was below. It was 4 o'clock.

The lift began to die down, and soon the altitude had dropped to below 6000 feet. The LK was drifting east with the wind. At 5000 feet the best lift dropped to 200 feet per minute, and the worst downdraft to 1000 feet per minute. Marginal lift was encountered on a desperate thermal hunt. The airport was ten or twelve miles away down wind. It was decided that when 4000 feet was reached, the time had come for turning home. Regretfully, and perhaps with a twinge of remorse, the LK was turned southeast towards Ancienne Lorette airport. Flying straight and level at 45 mph. (indicated) with a tailwind of some 30 to 40 mph, the ground shot past at a fabulous rate, and the airport appeared shortly, with still 3000 feet below. The pilot was tired. He was thirsty, hungry, and generally uncomfortable. Over three hours had gone by, and obviously, those five hours were impossible. Therefore, any last lift was disregarded, and the grass was reached after being airborne for 3 hours and 16 minutes.

Overhoff broke into a wide grin and headed for the restaurant.

#### WEST COAST ACTIVITIES

by G.W.E. Brown

The Soaring Council of B.C. was organized late last year to gather the enthusiasts of the area into a group which would operate as a unit for the benefit of all belonging to it; also to further the sport in the area within their means and capability. It consists at the present time of three owner groups and one private owner.

Since that time and the end of June our activities can be summarized as follows:

- One group has since the beginning of 1957, purchased, rebuilt and are flying a TG3.
- The second has purchased, overhauled, and are flying an LK.
- The third has disposed of their TG3 and have plans well in hand for construction of at least a BG 12.
- Flying has gone ahead well too: Just over 250 flights have been made since the first of April, and has resulted in:-
  - Four students solo.
  - One DOT license obtained.
  - One 'C' badge qualified for.
  - One further instructor licensed by the DOT.
  - A further two students nearly ready for solo.

The above flying has been accomplished entirely by means of auto tow. So far a satisfactory winch design has not come to hand and what with the cost of acquiring aircraft, etc., the price of a tow plane just isn't available; neither is a private owner inclined towards towing to build up his time or a commercial operator who will tow within our means. Most of our flights



have been made using member's cars, however all agreed that this was unfair. As a result, two of our members went to work and located a '42 Mercury club coupe, which is now Council property and doing our towing in style.

Our machines are hangared at and all our flying, so far, has been done from Abbotsford Air Station - in competition with the Hungarian refugees housed there, private aircraft coming and going, and frequent Sunday auto and motorcycle races which are held on a part of the runway system. Frankly we are at a loss to say whether we interfere with the latter or they interfere with us. Certainly we have quite a few of their officials and spectators coming over to see what we are doing and to ask questions. Of course we always hope that they are prospective members. Some of them have added to our grey hairs by casually strolling across the path of a landing or taking-off glider; or else some hot-rodder decides to see just how fast his car will go and chooses our runway to do it on.

Eight of our boys have headed south to attend the Pacific Northwest International Meet at Wenatchee, Washington. It is hoped that some Silver, or even Gold 'C' legs will result. (Ed. note: How about a report on the results of this meet for the next issue of Free Flight, Gordy?)

The gliding and soaring virus must surely be gaining strength and spreading, as we have been asked about club organization, etc., just recently from people in both Victoria and Nanaimo on Vancouver Island. It seems that even 20 odd miles of salt water won't stop it!

\* \* \* \* \*

#### News from Brantford

The summer of 1957 has been one of record achievement for members of the Toronto Gliding Club. A grand total of 1800 flights (equal to the total for the entire year of 1956) has already been surpassed as of the end of August, and many outstanding individual performances have been recorded.

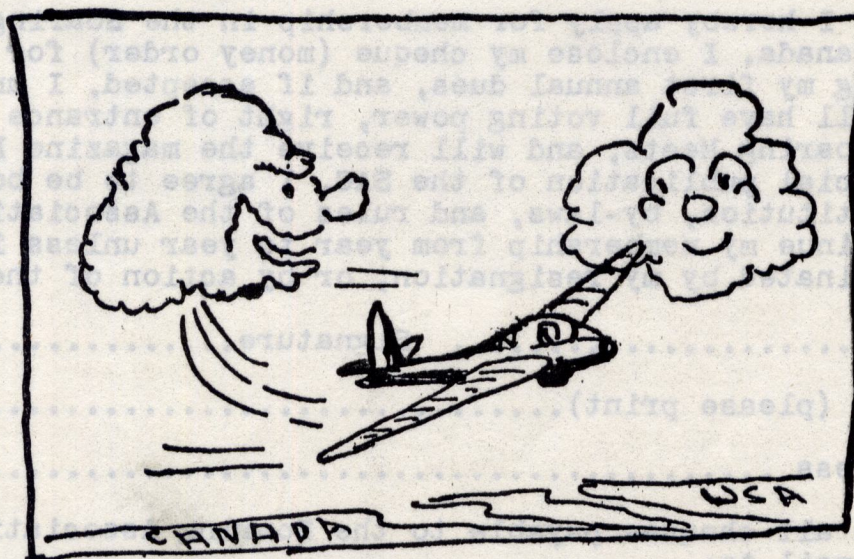
Aside from the record breaking mass flight to Elmira, N.Y. made during the second week of the meet, in which gold 'C' distance and diamond 'C' goal legs were completed by club members Gord Oates, Wolf Mix, Charlie Bonds, and Jack Ames, (Frank Brame, who also made the flight, has already completed his gold 'C' and diamond goal flights), two additional gold 'C' legs were flown on August 17th, comprising a goal flight to Elmira by Eric Best and Frank Brame (for the second time this year!) and a height leg by Jack Ames, who thereby earned Canada's #6 gold 'C'. Seven silver 'C' legs have also been completed during the summer, and silver 'C' badges awarded to Jim Carpenter, Frank Woodward, and John Shantz.



The National Soaring Meet has been reported in detail elsewhere in this issue, during which a total of 5856 cross-country miles was chalked up by all contestants, in a total of 72 flights. In addition, the following list gives the cross-country miles flown by individual pilots out of Brantford other than the meet, which together with the meet flying, gives a grand total of 8238 miles, as of August 31st.

<u>Pilot</u>	<u>Miles</u>	<u>Flights</u>
F. Brame	586	4
J. Ames	328	4
C. Yeates	325	-
G. Oates	75	1
E. Best	262	2
W. Duench	150	2
W. Mix	75	1
J. Carpenter	71	1
J. Shantz	53	1
F. Woodward	108	5
D. Pounder	42	1
L. Bernardis	26	-
Miscellaneous	74	-

The best average performance has been set up by Gord Oates and Eric Best in their new Skylark III. In the 10 flights they have made since May 25, they have put on 57 hours and made a total of 1200 miles cross-country between them. Top marks for the most creditable performance should be awarded to Charlie Bonds, who made his goal to Elmira, 188 miles, in the club 1-26 in competition with six other higher performance gliders.



O.K. you take him now. He's headed for Elmira, N.Y. I'll get the other five.

Cartoon reprinted from PROPWASH  
bulletin of the Brant Norfolk Aero Club.



# GLIDE-AIR OF CANADA

## NORTH AMERICAN REPRESENTATIVE OF EUROPEAN GLIDERS

Single Place	Glide Ratio	Two Place	Glide Ratio
ZUGVOGEL	34	KRANICH III	31
GEIER I	32	BERGFALKE II	29
RHONSEGLER	31	RHONSWALBE 2b	28
Lo 150	30	RHONLERCHE II	20
L SPATZ 55	29	SPECHT	19
WEIHE	29		

### INSTRUMENTS

**4 Volt Turn and Bank: Altimeter: Variometer: Speed Indicator: Barograph Ink or Foil, and Accessories.**

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### APPLICATION FOR MEMBERSHIP

I hereby apply for membership in the Soaring Association of Canada. I enclose my cheque (money order) for \$..... being my first annual dues, and if accepted, I understand that I will have full voting power, right of entrance to all sanctioned Soaring Meets, and will receive the magazine FREE FLIGHT, official publication of the SAC. I agree to be bound by the constitution, by-laws, and rules of the Association, and to continue my membership from year to year unless it is formally terminated by my resignation, or by action of the membership.

Date..... Signature.....

Name (please print).....

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# S.A.C. MEMBERSHIP LIST - SEPTEMBER 1957

NOTE: 1. The list is broken down by clubs.

2. An asterisk next to a name indicates the membership expired December 1956.

3. Any errors or omissions should be reported to:-  
Mr. N. Ring, Membership Committee,  
Box 258 Lorne Park, Ontario.

## 1. QUEBEC SOARING CLUB c/o M. Overhoff

J.D. Dure, 2498 de la Falaise, Sillery P.Q.  
C.B. Jeffery, 2758 Louisbourg, Quebec 10.  
A. Kreiger, 890 Marg Bourgeoys, Quebec.  
R. Lemieux, 726 St. Cyrille W. Quebec.  
J.P. Morin, 72 St. Jean Bosco, Ste. Foy P.Q.  
B. Newbold, 1095 Marg Bourgeoys, Quebec.  
W.M. Overhoff, c/o Electrical Eng. Dept., Laval University,  
P.Q.  
K. Park, 1074 de Salabery, Quebec.  
C. Rousseau, 715 Marg Bourgeois, Quebec.

## 2. SHERBROOKE GLIDING CLUB 300 Laurier, Sherbrooke

★ J. Codere, 300 Laurier, Sherbrooke, P.Q.

## 3. ST. MAURICE AERO CLUB 873 Rue Hart, Three Rivers P.Q.

★ A. Dumas, 2920 Dubernay, Three Rivers  
★ A. Johnson, 1320 rue des Cheneaux, Three Rivers  
★ W.T. Reid, 20 St. Maurice Park, Cap de la Madeleine, P.Q.

## 4. MONTREAL SOARING COUNCIL c/o O. Estebany or J. Agnew

G. Adams, 363 Sherbrooke St. W., Apt. 15, Montreal.  
J.D. Agnew, 4475 Rolland St., St. Genevieve de Pierrefonds P.Q.  
★ A. Bodek, 5841 Sherbrooke St. W., Apt. 310, Montreal.  
Bieniada, 216 Russel Avenue, Ottawa, Ontario.  
★ W. Brownlee, 5395 Athol Place, Montreal.  
★ M.E. Clarke, 5841 Sherbrooke St., W, Apt. 308, Montreal.  
A.R. Edis, 224 Clement St., Dorval, P.Q.  
O. Estebany, 1585 Decarrie Blvd., Ville St. Laurent P.Q.  
W.B. Fleming, 530 Springfield Avenue, Greenfield Park, P.Q.  
R. Ford, 2960 Goyer St., Montreal.  
R. Cairns, 5180 Walkley Avenue, Apt. 6, Montreal.  
G. Harrop, Dominion Engineering Co., Ltd., Lachine P.Q.  
G. Hicks, 4300 Dupuis Avenue, Montreal.  
★ W. Kasprizyk, 1648 Cardinal, Ville St. Laurent P.Q.



## 4. Montreal Soaring Council Continued.....

- H. Kurlents, 4376 Circle Road, Montreal  
 L. Lamarche, 10770 St. Urbaine Street, Montreal.  
 ★ Mrs. M. Lightbody, 1912 Decelles St., Ville St. Laurent P.Q.  
 R. Machenzie, 33 Third Avenue Ste. Dorathee P.Q.  
 S. Malinowski, 2035 de la Sorbonne, Montreal.  
 D. McLean, Box 1049, Hawkesbury, Ontario.  
 V. Pope, Upper McNaughton Avenue, P.O. Box 432, Hudson P.Q.  
 B. Price, 599 Labell Blvd., St. Rose P.Q.  
 ★ J.A. Redwood, B.A.I.C., 276 St. James St., Montreal.  
 W. Shultz, 5572 Basile Patenaude, Montreal.  
 ★ A. Shewchenko, 6685 - 35 th Avenue, Montreal.  
 ★ S. Swietlicki, 4506 Lacombe Avenue, Montreal.  
 T. Wall, Box 472 Hawkesbury, Ontario.  
 D. Webb, 1486 Gohier, Montreal.  
 ★ K. Withers, 4250 Benny Avenue, Montreal.

5. BUCKINGHAM GLIDING CLUB c/o Brother Hormisdas

- ★ Rev. Bro. Hormisdas, St. Michael's High School, Buckingham P.Q.  
 ★ L. Lepine, Buckingham P.Q.  
 ★ R. Stephenson, Box 142, Buckingham P.Q.

6. GATINEAU GLIDING CLUB Box 883 Ottawa

- ✓ A.O. Boudrealt, 52 Ontario Street, Ottawa.  
 M. Boudreault, 52 Ontario Street, Ottawa.  
 J.R. Buchanan, Box 22, Cardinal Heights, Ontario.  
 P. Campbell, 100 Redpath Street, Ottawa.  
 G. Crain, Meach Lake P.O. P.Q.  
 S. Glen, 32 Lakeshore Road, Valois, P.Q.  
 Mrs. K. Henderson, 287 Macleod Street, Ottawa.  
 D. King, 220 Iona Street, Apt. 1, Ottawa.  
 R.G. Metcalfe, 139 Front Street, Trenton, Ontario.  
 R. Murray, Box 62 Hardmans Bridge P.O. Ontario.  
 ✓ U. Okapuu, c/o Regener, 98 Stewart St., Apt. 5, Ottawa.  
 ★ J.L. Orr, Box 501, Rothwell Heights, RR#1, Ottawa.  
 F. Payne, 63 Havelock Street, Ottawa.  
 ★ A.W. Pepper, 30 AMB, RCAF, CAPO 5051, Montreal P.Q.  
 A.W. Riddell, 1966 Routh Street, Ottawa.  
 B. Rusk, Kemp Lane, Billings Bridge P.O. Ontario.  
 ✓ S. Rys, Box 373, Hudson P.Q.  
 D.A. Shenstone, Box 108, RR#2, City View, Ontario.  
 B.D. Smith, 11 Kilberry Crescent, Ottawa.  
 Miss. F. Smith, 1955 Westlane, Ottawa.  
 ✓ E.L. Smith, c/o General Delivery East Hampton, Connecticut.  
 Mr. & Mrs. L. Smith, 217 McArthur Road, Apt. #2, Ottawa.



## 6. Gatineau Gliding Club Continued.....

★ P. Thompson, RR#1 Cumberland, Ontario.  
 Dr. N.B. Tucker, 128 St. Laurent Blvd., Ottawa.  
 E. Wimberly, P.O. Box 883, Ottawa.

7. QUEEN'S GLIDING CLUB c/o H. Janzen

★ J. Dennis, #3 Brockview Apt., Steward Blvd., Brockville, Ontario.  
 ★ H. Janzen, 410 Brock Street, Apt. #2, Kingston.  
 ★ H.C. Kaiser, P.O. Box 44, Reddendale, Ontario.  
 ★ E. Saunders, 144 College Street, Kingston.  
 W.V. Piercy, 184 Churchill Crescent, Kingston.

8. TORONTO GLIDING CLUB Box 145, Brantford, Ontario.

J.W. Ames, 171 Yonge Blvd., Toronto.  
 Dr. L.L. Bernardis, c/o Dept. of Physiology, Univ. of Western Ontario, London, Ontario.  
 E. Best, Apt. A, 46 College View Avenue, Toronto.  
 C. Bonds, 23 Venn Crescent, Toronto 9.  
 F.H. Brame, 150 Van Dusen Blvd., Toronto  
 R.A. Brown, 435 E. 122nd Street Hawthorne, California.  
 J. Carpenter, 60 Mendota Road, Toronto 14.  
 B.N. Cooper, 526 Colborne Street, Brantford.  
 W. Czerwinski, 65 Lascelles Blvd., Toronto.  
 Miss. M. Davidson, 100 East Street, Hamilton.  
 W. Duench, 7 Cedar Street, Kitchener.  
 ★ J. Farbridge, c/o College of Aeronautics, Cranfield, England.  
 ★ A. Hanseller, 177 Willow Avenue, Toronto.  
 G. Jacquemin, Box 504 Streetsville, Ontario.  
 J. Joss, 67 Madison Avenue, Toronto.  
 W. Knauss, 297 Egerton Street, London.  
 ★ P. Kuryllowicz, 439 Walmer Road, Toronto.  
 K. Lockwood, Apt. 606, 120 Royal York Road, Toronto 18.  
 W. Mix, Apt. 402, 3570 Yonge Street, Toronto.  
 R. Norman, 252 East Street N. Hamilton  
 Z. Oszter, 21 Relman Road, Toronto.  
 ★ G.L. Oates, Apt. 39, 2 Hill heights Road, Toronto.  
 D.W. Pounder Apt. 209, 199 Wilson Avenue, Toronto.  
 A.M. Pow, 300 Ashland Avenue, London.  
 V. Redfern, 21 Proctor Blvd., Hamilton.  
 J. Reid, 24 Cornish Road, Toronto.  
 W. Rice, RR #2 Lowbanks, Ontario.  
 N. Ring, Box 258 Lorne Parke, Ontario.  
 ★ D. Rogers, 26 Martin Grove Road, Toronto 18.  
 G. Scarborough, 315 Dundas St., N., Oakville.  
 J. Shantz, 10 Maple Avenue, Toronto.



## 8. Toronto Gliding Club Continued.....

M.G. Smith, 440 Main Street, Hamilton.  
 G. Stanley, 61 Fairfield Road, Toronto.  
 P. Stickland, 36 Westoverhill Road, Toronto.  
 R. Van Humbeck, 37 Ann Arbour Road, Weston.  
 R. Whitside, 56 Simcoe Blvd., Simcoe, Ontario.  
 F.A. Woodward, 55 Broadway Avenue, Apt. 2416, Toronto 12.  
 ★ C.M. Yeates, 395 Maplehurst Avenue, Oakville, Ontario.

9. AERO CLUB HARMONY 410 Sherbourne Street, Toronto.

W.C. Eckert, 566 Bellamy Road, Scarborough, Ontario.  
 W. Deleurant, 300 Dufferin Street, Toronto.  
 A. Moos, 48 Jubilee Crescent, Toronto.  
 E. Bock, 56 Boulton Avenue, Toronto.  
 U. Van Gaza, 50 Sutherland Avenue, Toronto.  
 C. Doebele, 625 Richmond Street, Toronto.  
 H. Gruenswald, 625 Richmond Street, Toronto.  
 D. Kirklas, 21 Madison Avenue, Toronto.  
 C. Schiller, 377 Bayview Avenue, Toronto.  
 O. Hawlitschek, 11 Rathnelly Avenue, Toronto.  
 A. Hofmann, 111 Springmount Avenue, Toronto.  
 D. Buhl, 53 Oakwood Avenue, Toronto.  
 W. Paul, 281 Kingsway, Toronto.  
 H. Lohr, 105 Overture Drive, Scarborough, Ontario.  
 E. Neudorfer, 50 McMurchy Avenue, Brampton, Ontario.  
 P. Rolf, 281 South Kingsway, Toronto.

10. WINNIPEG GLIDING CLUB

c/o H. Donner, 700 - 43 Victoria Street, Winnipeg 2. Man.

11. REGINA GLIDING AND SOARING CLUB Box 406 Regina, Sask.

J.J. Audette, 3423 Victoria Avenue, Regina.  
 ★ J.A. Blackburn, 914 Queen Street, Regina.  
 G.T. Campbell, 300 Angus Crescent, Regina.  
 R.F. Chapin, 1331A Grace Street, Regina.  
 J.R. Cheston, Box 44, Regina.  
 H.A. Eley, 2162 King Street, Regina.  
 ★ N. Eley, Colonsay, Sask.  
 Dr. E.A. Jones, 3157 Rettallack Street, Regina.  
 ★ A. Penz, 211 Avenue L. South, Saskatoon.  
 J.S. Rankin, 2811 Montreal Crescent, Regina.  
 ★ R.D. Shirley, 49 High Street W., Moose Jaw.  
 ★ R. Sprowl, c/o Speers Funeral Home, 1867 Rose Street,  
 Regina.  
 ★ K. Turner, 3531 Allen Avenue, Regina.



11. Regina Gliding and Soaring Club Continued.....  
 ★ F.C. Weber, 722 - 100 Street, N. Battleford, Sask.
12. CUNIM CLUB OF CALGARY Box 204 Calgary, Alberta  
 W.K. Broen, 934 - 8th Avenue N.W. Calgary.  
 N. Bruce, 1236 - 20th Avenue N.W. Calgary.  
 ★ H. Chabot, 437 - 20th Avenue N.W. Calgary.  
 C. Clinton, 3715 - 2nd Street N.W. Calgary.  
 W.A. Cowan, 3207 Kenmare Crescent, Calgary.  
 V.A. Foster, 502 - 16 Avenue N.E. Calgary.  
 F.B. Matthews, 27 Mayfair Road, Calgary.  
 J.M. Robertson, 1322 Crescent Road, Calgary.  
 L. Robertson, 26 Mayfair Road, Calgary.  
 L.C. Russell, 1135 - 29th Street A. South  
 G.H. Ryning, 2116 - 6th Street N.E. Calgary.  
 S. Scholz, 3622 - 1st Street S.W. Calgary.  
 A.M. Scott, 707 Thornhill Road, Calgary.  
 W. Thudium, 52 Northmount Drive, Calgary.  
 R.S. White, 1235 - 10th Avenue W. Calgary.
13. RED DEER SOARING ASSOCIATION c/o J. McKinnon  
 ★ K. Bissell, 4733 - 54th Street, Red Deer Alberta.  
 ★ J. McKinnon, 3803 - 42nd Avenue, Red Deer, Alberta.
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 C.B. Falconar, Bldg 425, Municipal Airport, Edmonton.  
 ★ F.H. Fletcher, 180 - 15th, R.C.A.F. Namao, Alberta.  
 M. Locke, 10151 - 158th, Edmonton.  
 ★ D.K. Macdonald, 11244 - 126th Street, Edmonton.
15. SOARING COUNCIL OF B.C. c/o F.G. Crofton  
 G.W.E. Brown, 2877 W 23rd Avenue, Vancouver B.C.  
 R.C. Coates, 835 Leslie Road, Richmond B.C.  
 R.D. Colly, 18609 - 88th Avenue, Port Kells, B.C.  
 G.H. Class, 1619 Appin Road, N. Vancouver B.C.  
 F.G. Crofton, 331 Rabbit Lane, West Vancouver.  
 R. Droz, 1421 Burnaby Street, Vancouver.  
 R.C. Fortune, 3496 Marine Drive, West Vancouver.  
 G. Leese, 2054 Tafalgar, Vancouver 8.  
 A. McMullen, 1006 - West 12th Avenue  
 R. Morlet, 3760 - West 21st Avenue, Vancouver 8.  
 W. Obert, 3925 Kingsway, South Burnaby B.C.  
 P. Rounds, 1849 Robson Street, Vancouver.



## 15. Soaring Countil of B.C. Continued.....

G.W. Sherman, 3925 Kingsway South Burnaby B.C.  
 P.M. Van Groen, 1549 Alderlynn, North Vancouver, B.C.

16. MISCELLANEOUS MEMBERS

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 ★ P. Cornwall, 50 Parkway Avenue, Toronto.  
 R. Crandell, 21 Moore Avenue N. Waterloo, Ontario.  
 Mr. & Mrs. G. Dunbar, Lake Chipican Drive, Sarnia, Ontario.  
 P. Van Dyken, RR #2 Oakville, Ontario.  
 ★ J.E. Henderson, Civil Eng. Dept., Burmingham University,  
 England.  
 ★ G. Janssen, 133 Service Road, Kent gardens, Oakville, Ont.  
 ★ R.E. Jensen, 2912 E. Mulberry Street, Phoenix Arizona.  
 ★ L. Leeyus, 111 Oriole Parkway, Toronto.  
 ★ W/C A.N. Le Cheminant, Box 22, RCAF Station, Gimli, Mann.  
 J. Lemick, 348 Windermere Avenue, Toronto 3.  
 ★ G. Lockhard, c/O Maritime Central Airways, Moncton N.B.  
 ★ R. Noonan, 845 Wellington Crescent, Winnipeg, Manitoba.  
 W. Pound, 6 Falkland Street, St. Johns, Newfoundland.  
 ★ B.S. Shenstone, B.E.A., London Airport, Middlesex,  
 England.  
 ★ W. Toporow, 995 Brentnal Road, Pasadena, California.  
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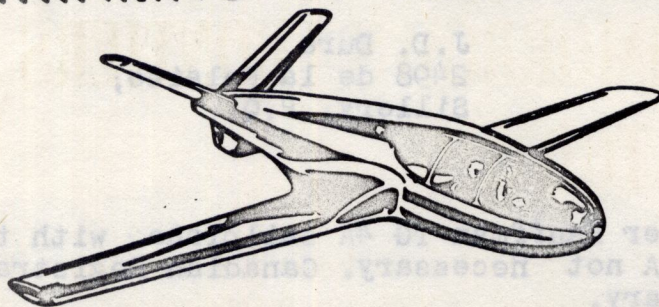
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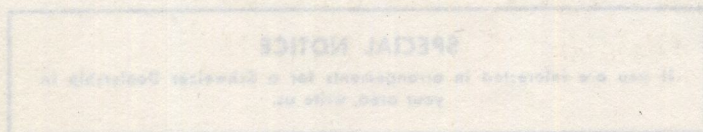
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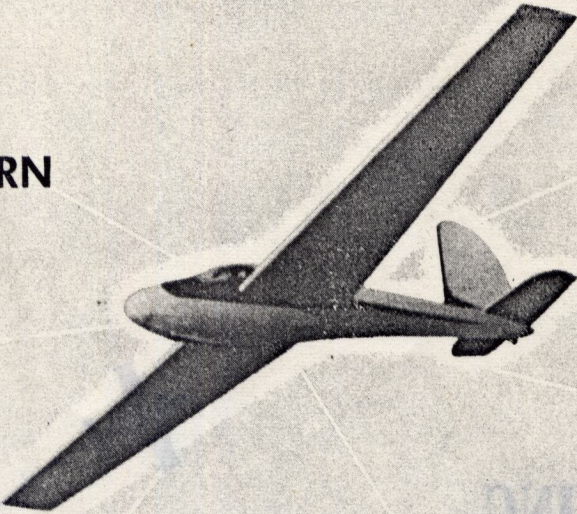
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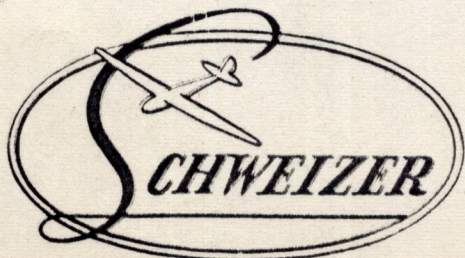
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