

Canadian National Soaring Champion Dave Webb makes last minute pre-flight preparations as Cliff Sunderland and CAE looks on.



Choosing a Champion

SOARING ASSOCIATION HOLDS ITS ANNUAL COMPETITION

By J. D. McCORMICK*

THE 15TH CANADIAN National Soaring Championships were officially opened on Sunday, July 14, by the DoT's Director of Civil Aviation, R. W. Goodwin, and Group Captain R. W. McNair, DSO, DFC, Senior Air Staff Officer, Air Defence Command, along with Rosaire Gascon, who was the official representative and ex-Mayor of Hawkesbury, Ont.

A flypast by Dave Webb in the Skylark 4 and Charlie Yeates in the Standard Austria was followed by an inspection of the participating sailplanes by the official party, who later enjoyed passenger rides in the Gatineau KA7 piloted by Arthur Klinge and the Montreal Soaring Council Schweizer

2-22C piloted by Doug McCormick.

Familiarization: The balance of the day, as well as the following day were devoted to practice flying by the participating pilots although conditions were poor for soaring. This gave the visitors an opportunity to get acquainted with the area. As a matter of fact, our Nationals developed into an international affair with Dick Schreder, a top U.S. competitor from Brian, Ohio, Donald A. (Doc) Mosher of Champaign, Ill., Joe Perruci of Tri-Cities Soaring Society, Endicott, N.Y., and the Polish team of Adam Witek, pilot, Roman Zabiello, crew chief, and Seweryn Mierzkicki — all of Kielce, Aero Club, Kielce, Poland—taking part in the contest, Marc Abell, New England Soaring Association (ex-member of the Gatineau Gliding Club) and

Paul Wolfe, Buckeye Glider Club, Columbus, Ohio, dropped in as observers.

On Tuesday, July 16, there were 30 pilots in 21 ships ready to participate, but mother nature was not willing to cooperate and give us the necessary weather for soaring. She came across with something worthwhile on July 17, which sent the task committee of Terry Beasley, the contest director, Julien Audette and Gordy Hicks, competing pilots, scurrying to the Ham-shack to set a task for the day. They came up with a 125-mile speed triangle race between Hawkesbury-Cornwall-Cumberland and return. Their task was a little too ambitious, resulting in only Dave Webb of the Montreal Soaring Council completing the task thereby making it a distance day for soaring. Doc Mosher of the Illini Club did manage

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Line-up of participating sailplanes in the Canadian National Soaring Championships at Hawkesbury, Ont., in July.

to get a Gold C height of 14,500 feet ASL which will count towards his Gold C badge.

On Thursday a task was set for Pendleton, the home of the Gatineau Club some 15 miles from Hawkesbury, and return, then free distance from there on. This day was declared 'No Contest' day since no pilot exceeded the 35-mile distance requirement for soaring. The poor warm front moved through the area during the following

night bringing an unstable air mass with good convection on Friday, along with 15 mph westerly winds. With this information the task committee declared a free distance day.

Trying for Distance: Off went 21 sailplanes, soaring freely for distance. Adam Witek of Poland chalked up 196 miles for first place in his Foka 4, Martin Jurgeit, of the Southern Ontario Soaring Association in the KA6CR took second place for 148

miles. Dick Schreder of Brian, Ohio, was third in the HP11 for 147.5 miles, and Dave Webb went 147 miles in his Skylark 4 to gain fourth place. Ships were scattered along the shores of the Ottawa and St. Lawrence rivers anywhere from 8.5 miles from Hawkesbury, to Quebec, nearly 200 miles away.

The hardship was now on the shoulders of the unsung heroes behind every competing pilot. These are the hardy crew members who unflinchingly go out and retrieve their pilot and his ship no matter where it lands. They find their pilot regardless of the hazards, dusty and bumpy roads, marshes with their pestilence of black flies and mosquitoes, rivers, ditches, unfriendly cattle *et al.* They often arrive late at night, groping through the darkness only to get there and find their pilot enjoying the wonderful hospitality of the farmer in whose field he had landed.

According to the rules, exceeding 300 kilometers, the following day is declared a rest day. This afforded a little sightseeing time for the visitors to take in Ottawa and Montreal.

The publicity of the Nationals on the radio, TV and in the newspaper, through the Canadian Press wires both in Ottawa and Montreal, brought many spectators, who watched a well-organized field operation run by Oscar Estebany of Canadair Ltd. and his crew of tow pilots in four Super-Cubs and the Club's old Tiger Moth, as well as signalmen, wingmen and traffic directors for the landing planes.

Long remembered will be the sight of 21 sailplanes being launched at noon on Sunday the 21st at Hawkesbury,

The following partial results show the scores recorded in the various categories by the winners in the overall competition of the first three places. The names appear in order of their final placement on the basis of accumulated points. Where necessary, names have been added to the first two categories so that the winners of the first three places in those individual categories are listed.

**JULY 17
Speed Task**

Pilot, Club and Glider	Dist. Miles	Points	Place
Dave Webb, Montreal Soaring Council, Skylark 4	125.0	1000	1
Adam Witek, Kielce Aero Club, Foka 4	81.0	455	3
R. (Dick) Schreder, Ohio, HP 11	61.0	360	6
G. Lockhard/D. Parsey, Gatineau, Foka 24C	87.5	625	2

**JULY 19
Free Distance**

Pilot, Club and Glider	Miles	Points	Place
Dave Webb	147.0	688	4
Adam Witek	196.0	1000	1
R. (Dick) Schreder	147.5	691	3
John Kelley/Martin Jurgeit, SOSA, KA6-CR	148.5	698	2

**JULY 21
100 Km. Triangle**

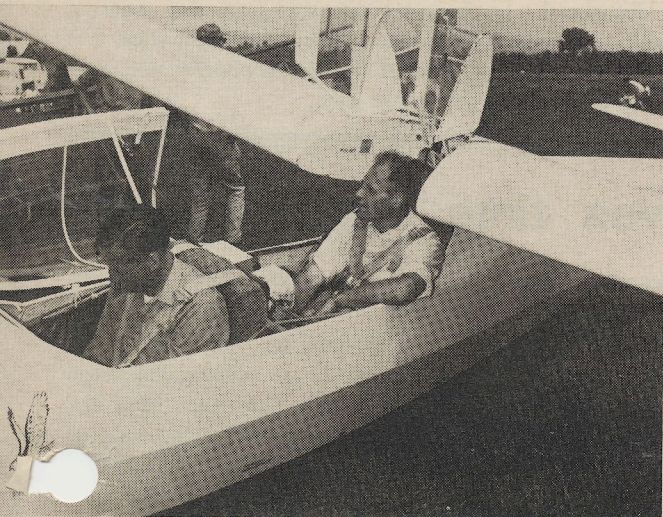
Pilot, Club and Glider	Miles	Points	Place
Dave Webb	53.0	836	3
Adam Witek	61.0	1000	1
R. (Dick) Schreder	60.0	980	2

**JULY 23
Race to Joliette (63.5 miles)**

Pilot, Club and Glider	Speed & Miles	Points	Place	Accum. Points	Overall Place
Dave Webb	39.9 mph	1000	1	3524	1
Adam Witek	33.3 mph	911	3	3471	2
R. (Dick) Schreder	35.5 mph	941	2	2972	3

Ont., and the spectacle of most of the gliders soaring in the same thermal over the field like a multitude of hawks over a cliff, attempting to gain enough altitude to take off on the 100 kilometer triangle set to Plantagenet-Alexandria-Hawkesbury. Low winds and moderate soaring conditions kept many gliders over the field for several hours.

Winds Aloft: After all had left the area, club operations continued and passengers were taken up for rides. During late afternoon, a sudden squall moved in from the north and caught the four two-seater gliders, Schweizer 2-22's, with passengers in the air 3,000



G/C R. W. McNair (front) prepares for take-off on a courtesy flight in a Ka-7 with owner and pilot LAC Arthur Klinge.

tance along a set course scoring day.

On Monday the 22nd, thermal conditions were weaker than expected with large storms over the Laurentians and Adirondack Mountains, leaving a large area of downdraft south of the field along the St. Lawrence River. These conditions forced most aircraft down before reaching the second turn point of a task to Plantagenet - Alexandria - Hawkesbury. Dave Webb, once again, the only one to get through and complete the task only to have the day declared 'No Contest' since none other than Adam Witek exceeded the required 35 miles. The same fate awaited

differences in ship performance.

Last Day: Tuesday, July 23, which unknowingly became the last contest day which finally decided the championships, started off with a building up of good clouds to the north as was predicted by the forecaster, and on which the task committee assigned the speed task of a goal race to Joliette, Que., 63.5 miles from Hawkesbury. It proved more difficult than anticipated with only seven pilots completing the task out of 21. Those who did not make it were scored on distance rather than speed.

The greatest difficulty for all pilots was a large cumulus build-up some 25 miles wide over St. Jerome, directly in the path of Joliette, that caught them in a clamp which only the very high-performance ships could fly into and out of in order to go around. Dick Schreder attempted to glide all the way through but soon beat a hasty retreat, got a little more height then pressed on around it. Dave Webb did not penetrate quite as far and skirted the edges of it thereby conserving a lot of height and getting to Joliette first.

Had Elvie Smith of the Gatineau Club in the Skylark 3B a faster ship he may have come in first because he saw the clamp and detoured south and

feet above the field. These had released at 2,000 feet and had soared to 3,000 feet in some beautiful gentle updrifts. Upon sighting the squall, each headed back towards the field from over the river where they had drifted gaining their height. The effects of the storm were so sudden that they could not find an area of sink. Two of the gliders braved the face of the squall and returned to the field and the two others flew out of the storm and landed at Plantagenet and St. Eugene respectively. The passengers were not alarmed but did have an unexpected thrill in flying in the face of a storm. They were in no danger since all four pilots made sure that they didn't get sucked up into cloud. This same storm cut off the competing pilots and several landed just short of the field. Adam Witek, Dick Schreder, Dave Webb and Charlie Yates attempted to fly through the storm to reach goal, but the down-drafts in the storm brought them down one to seven miles from the field. Once more, since no one returned to the field, the speed task was changed to a dis-

Harry Elsey, front, Aircraft Mag. correspondent, samples a Schweitzer 2-22 with instructor Les Szanto of MSC.



Dick Schreder on the last day of the contest when a short 50 kilometer task was assigned between Hawkesbury-St. Eugene-Glen Robertson and return. He came zooming into the field at 110 mph only to find he was the sole ship to make goal. Had this day counted he would undoubtedly have come in first in the contest, but these are the luck factors in such a contest that go along with skill and a good high-performing ship—hence the reason for having ten contest days in order to reduce lucky breaks and equalize the

followed the Back River north of Montreal. Charlie Yeates sneaked north of the mess and sweated it out, since landing fields in the mountains are few and far between. Fortune smiled on him in getting sufficient lift to keep aloft and allowed him fifth place. It was really pathetic to have such an area smack in line with goal, especially when the rest of the whole region enjoyed very good thermal activity. These are the frustrating situations which glider pilots have to contend with in the sport of soaring—something akin to

a sailor becalmed in the middle of a large lake. Today was the first successful race of the contest, with the best speed of 39.9 mph registered by Dave Webb and second best by Dick Schreder 35.5 mph. In spite of the fact that some of these ships can travel between 70 to 80 mph at minimum sinking rate, their time is consumed in thermalling to gain sufficient height in order to cruise at high speeds to the next thermal area. Dave Webb holds the Canadian speed record for 300 kilometers at 47 mph, Dick Schreder has the 200 kilometer U.S. speed record of 67 mph, and had the 100 km at 69 mph and the 300 km at 57 mph. Juilen Audette of Regina still holds the Canadian 200 km speed record of 46 mph.

A Winner Selected: July 24 and 25

having been declared 'No Contest' days because of hot hazy weather in the high 80's when the sun could not burn off the thick layer of moisture that lay on the ground a couple of thousand feet thick, the 15th Canadian Nationals come to a close with Dave Webb declared as the champion for 1963.

Narrow Squeak: Terry Beasley, president of the Soaring Association of Canada and contest director of the Montreal Soaring Council, feared that the 15th Canadian National Soaring Championships might go down in the records as 'No Contest' since the rules state that: "Unless there are a total of four contest days, including one free distance day, no winner will be declared". It was a close call, for there were only four contest days out of ten, and it would

have been a shame because Terry and his committee worked very hard to make these ten days the biggest and best contest.

The closing program, set for eight o'clock Thursday evening, started with a steak Bar-B-Q. John Agnew then came into his own and carried off the final ceremonies of prize giving and speech monitoring.

Roman Zabiello presented the Kielce Aero Club pennant and a book on soaring in Poland to Terry Beasley for the Montreal Soaring Council Clubhouse. Roman's team was very impressed with the good fellowship and sportsmanship displayed by the Canadian Soaring enthusiasts. He expressed the hope that Canadian and Polish pilots would compete again soon.