

Canadians improve international standing at world gliding meet

By J. D. McCORMICK*

CANADIAN participation in the 1963 World Gliding Championships, which were held during February at Junin, Argentina, marked the fifth time that Canada had entered world contest since the 1952 Spanish event. At that time the Canadian team placed 35th; this year our team improved Canada's standing, placing ninth and also establishing two new Canadian records.

The Canadian team's participation was only possible by the generous offer of the "Federacion Argentina de Vuelo a Vela" (FAVAV) sponsored by the Argentine Government by providing 50% of the cost of transportation of our three pilots and their crew members, as well as providing at no cost two Schleicher KA6 sailplanes, barographs, parachutes, meals and accommodation. In addition to the two KA6's supplied by the hosts, the Canadian team's equipment also included a Skylark 4, specially purchased for the competition by Dave Webb and his crew chief, Ben Price.

Thanks to the generosity of FAVAV, the Soaring Association of Canada (SAC) was able, through a small subsidy, to send a team of three pilots to Argentina. Ross Grady of Edmonton captained the team of pilots Wolf Mix and Charlie Yeates of the

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Southern Ontario Soaring Association (SOSA) and Dave Webb of the Montreal Soaring Council (MSC). Each had a crew chief and two crew members.

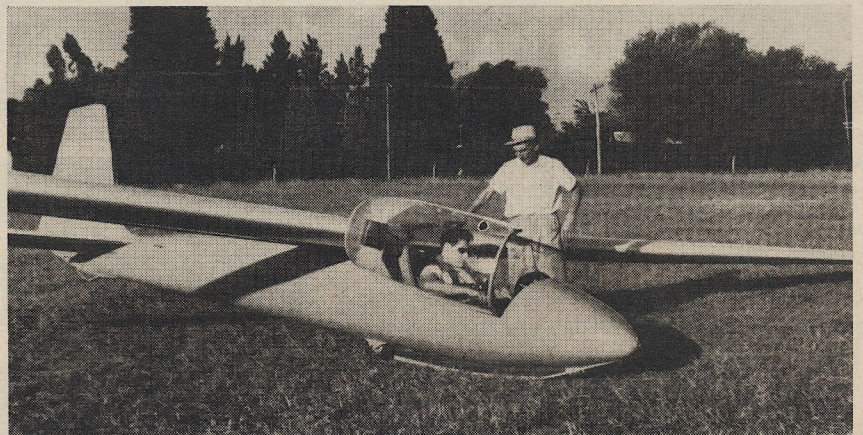
Dry Runs: The FAVAV arranged practice task flights conducted as intended in the competition, in order to check their organization, their free aerotows and the equipment. This also afforded the competing pilots an opportunity to get acquainted with the lay of the land, and crew members got good practice that left their pilot without want during the contest. Each pilot was given a landing card written in Spanish, identifying the pilot and requesting the reader to contact FAVAV at Junin advising them where the pilot had landed, thus eliminating the frustration of a language barrier between the pilot and the local gentry.

The Canadian team, as Cliff Sunderland MSC expressed it, "operated out of our TCA flight bag", whereas the Polish team landed with three huge crates which included two buses fully equipped with radio, antenna tower, repair shop and even paint-spraying equipment. The Belgians, well equipped, were flown over in the King of Belgium's personal DC6. The American team landed in a USAF Globemaster with all the necessary gear. The British and French teams were also notably well equipped and arrived by boat.

Flying started in earnest on Monday,



Canadian pilots Wolf Mix and Charlie Yeates flew this Schleicher KA6 (above), loaned by Argentina. Right, Dave Webb of the Montreal Soaring Council, in his new Skylark 4, in which he set two new Canadian gliding records.



really gets wound up on this one and recollects:

"This was my best day. Some time before they found Makula and Johnson, they thought I was first in this task, but when they were eventually found, they had gone fifty miles farther than I had. This was not a good soaring day, judging from their standards. We were launched early and there were three thermals with about twenty gliders in each going around at the 2500 foot level—the air was quite crowded.

"I got a little to one side with Hossinger (Argentina) and Henry of France who at this time was leading the competition. He was flying the Breguet 901 with water ballast and was doing very well indeed and I figured I was in very good company. I was only one thermal over from the main batch at 2500 feet, debating whether to leave and get an early start because the Skylark was good in weak thermals.

"While I was trying to make up my mind, Henry set out on course and Hossinger went back to where the main batch was. I was sort of left in the middle and did a couple of more turns trying to make up my mind,

and watching Henry going down at 1500 feet then started to circle. I watched him making a couple of circles and realized that he was in a thermal so I headed out. We went together for about 25 miles, hitting the same thermals. He would break off and set out again, and in turn I would set off and he'd follow. In one thermal we were thermalling together, I got a surge and sort of tightened up in it and got 300 feet over him. He left the thermal to work another and I went off to one side. The next time I saw him he was quite low and I suddenly saw the shadow of his aircraft quite near his glider and figured he must be very low, and all of a sudden I saw him sort of stop in mid-air and realized he'd landed—it was very difficult to tell from above.

"This was a great shock, for this was the guy that was leading the competition and here was I, 30 miles out on a very poor day—lift was not very strong—and this leader of the competition landed! Imagine how I felt.

"Elated, I pushed on and took any lift that came along and wasn't going as fast as I could have done, but at least I made sure I stayed up. I

didn't see another glider till I was at least 500 kilometers (310 miles) out when I looked up and saw a Polish Foka. This cheered me no end, and I wasn't worried because it was a Standard Class. The Foka and I thermaled for a little while but the lift petered out and we both headed towards a big cloud we could see on the horizon which looked fairly solid. Both the Foka and the Skylark having approximately the same glide angle, we both reached there together. We both circled until we found the core rising 400 to 500 feet per minute.

"I happened to look up and saw Schreder (U.S.A.) in the HP11 coming 1500 feet above us. He continued on for some distance past us and began to circle, then I lost sight of him after that. We continued to climb and as the Foka got near cloud base, for some reason he straightened out and went along the length of the cloud while where I was the lift was improving to 600-700 foot per minute at cloud base. I happened to look down and saw the Skylark 3 flown by the Belgian pilot M. Baecke. From no gliders at all, I'd suddenly got to where there seemed to be a skyful of them.

"Since the Foka had moved off, I switched on the turn-and-bank and the artificial horizon, straightened out momentarily and caged the instruments, then proceeded on into cloud which gave a lift of 800 feet per minute. I continued climbing till I was over 10,000 feet and straightened out on compass course. Here the artificial-horizon proved very good, helping me to steady on course and is much easier than trying it on turn-and-bank only. Then it was just a question of sitting there on a nice long glide, going through one or two clouds on the way, until I came out below cloud base again, about 6000 feet, and picked another cloud I figured was within gliding range. I got under this one at about 1500 feet and found there wasn't much there. I continued along the length of this one, which seemed to be the pattern of the clouds for the day. I was climbing only 200 ft./min. and wasn't very happy with this.

"I looked up and saw a whole

TABLE I: TASKS AND STANDINGS

	OPEN CLASS			STANDARD CLASS		
Monday, February 11 87.74 mile race from Junin to Mercedes	1st	F. Ulbing, Austria	1st	H. Huth, West Germany		
	2nd	F. Henry, France	2nd	H. Wodl, Austria		
	3rd	R. Johnson, U.S.A.	12th	W. Mix, Canada		
	11th	D. Webb, Canada	22nd	C. Yeates, Canada		
Thursday, February 14 110.3 mile race to Pergamino and return	1st	E. Makula, Poland	1st	J. Fritz, Austria		
	2nd	F. Henry, France	2nd	H. Wodl, Austria		
	6th	R. Schreder, U.S.A.	18th	C. Yeates, Canada		
	12th	D. Webb, Canada	20th	W. Mix, Canada		
Friday, February 15 68.1 mile triangle to Los Toldos and Route 188 Crossroad	1st	E. Makula, Poland	1st	H. Wodl, Austria		
	2nd	F. Ulbing, Austria	2nd	H. Huth, West Germany		
	3rd	J. Popiel, Poland	18th	C. Yeates, Canada		
	14th	D. Webb, Canada	27th	W. Mix, Canada		
Saturday, February 16 192 mile triangle— Pergamino-San Alberto	1st	F. Henry, France	1st	N. S. Sejstrup, Denmark		
	2nd	J. Williamson, Britain	2nd	R. Hachler, Sweden		
	3rd	R. Spaning, West Germany	5th	C. Yeates, Canada		
	10th	D. Webb, Canada	29th	W. Mix, Canada		
Tuesday, February 19 290.55 mile triangle— Carlos Casares-Pazos Kanki	1st	J. Popiel, Poland	1st	H. Huth, West Germany		
	2nd	R. Johnson, U.S.A.	2nd	M. Cartigny, Belgium		
	3rd	E. Makula, Poland	12th	C. Yeates, Canada		
	9th	D. Webb, Canada	24th	W. Mix, Canada		
Wednesday, Feb. 20 Free Distance	1st	E. Makula, Poland	1st	M. Ara, Spain		
	2nd	R. Johnson, U.S.A.	2nd	H. Wodl, Austria		
	3rd	D. Webb, Canada (396 miles)	16th	W. Mix, Canada (270 miles)		
	4th	R. Schreder, U.S.A.	18th	C. Yeates, Canada (265 miles)		
Saturday, February 23 160 mile race — Venado Tuerto and return	1st	R. Hossinger, Argentina	1st	J. Fritz, Austria		
	2nd	N. Goodhart, Britain	2nd	H. Huth, West Germany		
	3rd	J. Popiel, Poland	3rd	R. Berreta, Argentina		
	16th	D. Webb, Canada	6th	C. Yeates, Canada		

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The Canadian team inspects Laguna de Gomez Airport, at Junin, Argentina.

Feb. 11, and briefing, which was conducted in four languages, was held daily in a hangar on the field. The task was assigned for the day, meteorological weather information posted, aerial photos clearly showing the turning points displayed, and aerial maps issued. All retrieves were conducted by aerotow which proved highly successful and efficient in the flatlands around the area.

The same task was assigned to both the open class, in which the exotic high performance sailplanes competed, and the standard class. Points were gained on the basis of the accomplishments of the leaders in each class, of which 1000 points was the mark set by such leaders, thereby setting a standard by which each pilot scored. See table 1 for the daily task and standing of National Champions in this World Championship event. In Canada as elsewhere the pilots are chosen from the winners of their National events.

Order of Finish: In the overall contest results, Makula of Poland placed first of the 25 entries in the open class with 6107.1 points, followed by his countryman, Popiel, with 5638.4 points, and Schrader of the U.S.A. with 5370.3. Canada's Dave Webb placed ninth in this class with 4715.2 points.

Top pilot of the 38 competing in the standard class was Huth of West Germany with 6221.0 points. Second place went to Lacheny of France with 5356.5 points, and third to Horma of Finland with 5291.1 points. In this class, too, the ninth spot went to a Canadian pilot, Charlie Yeates.

The first task (a race to Mercedes,

a distance of 87.74 miles) was the diciest event that Wolf Mix claims he ever saw or took part in. The Thermals were very good with a cloud base of 5000 feet, and the pace was very fast . . . only three hours to reach Mercedes. Wolf was shocked to find that the airfield was covered with high grass, making it very difficult for him to land without doing a ground loop. Should the tall grass touch either of the wings while still in flight, a violent ground loop can result and possibly damage the ship.

To make things worse, 55 of the 63 gliders taking part all arrived within 12 minutes and were landing every which way, creating mass confusion and resulting in many being damaged by ground loops. The Task Committee acknowledged they had made a mistake selecting that airport and subsequently postponed further task until Thursday to give the boys a chance to repair damage. Fortunately our team suffered no damage.

Wrong Turn: On the second task, the race to Pergamino, Charlie Yeates was well away in a clear sky with thermals up to 4000 feet. On reaching the town Rojas, two-thirds of the way to the turning point, they hit an inversion where clouds were building up with a base of 6500 feet. With these conditions, Charlie was third around the Pergamino turning point with Henry of France gaining and passing very quickly in his faster craft. On the way back, the same inversion area was passed leaving poor soaring conditions. Charlie, along with many a good pilot like R. Schreder, U.S.A., decided to go off

course in order to get better conditions. The decision to remain on course or move over was so fine that the race could have gone either way. Unfortunately those remaining on course made the right decision and the lead Charlie had was soon lost.

It was generally agreed that the third task was wrongly selected. Conditions were so good in this task that many pilots did the course two or three times so that they could claim the best one. Dave Webb missed crossing the finish line on his first attempt for a good time of 1 hour 26 minutes. His second attempt was 1 hour and 35 minutes which cost him some 200 points. Wolf Mix missed crossing the line at the Los Toldos turning point and had to do it over again.

Task number four on Saturday the 16th, 192 mile triangle through Pergamino and San Alberto, was one that no one completed. The task counted though since some had gone beyond the 100 kilometer mark (62.14 miles). Charlie Yeates came in 5th on this — his best effort of the meet.

On the following Tuesday, Dave Webb tells us of his speed record on a 200 mile triangle race through Carlos Casares and Pazos Kanki:

"The fifth task, conditions were good to start and improved to such an extent that the rate of climb exceeded 1000 feet per minute for heights up to 9000 feet. Really fantastic soaring. I was keeping company with a real exotic machine, a 20 meter Italian Iola flown by Fronzatti who came 16th in the standard class finals. I lost sight of him on the third leg where I got down to 1200 feet and was worried I might soon have to land. I finally hit a thermal and centered it for an eventual 600 foot per minute climb which brought me back up to the 9000 foot level. From there I gauged I had enough height for a final fast glide into goal."

Dave made this in 4 hours and 16 minutes for an average Canadian speed record of 47 mph, bettering Julien Audette's 45 mph record.

Free Distance: The very next day, the sixth task of Free Distance Flight, Dave beat another Canadian record by soaring 396 miles to better Julien Audette's 372 mile flight. Dave

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GLIDING

flock of birds at cloud base further on — I moved under them at 2500 feet and could only get 400 ft./min. When I looked up again, these 50 odd birds had disappeared. I saw another cloud building up farther on and flew slowly towards it for minimum sink. I got there at 1500

AIRCRAFT

feet, worked slowly up to cloud base and entered cloud where lift reached 1000 ft./min. bringing me up to 11,000 feet. I straightened up and set course and hit turbulence which was another core. I rode this up another 600 feet and straightened out again and came out of cloud.

"I became worried for a moment, for the railroad track I had been following disappeared. Consulting my map and with my present course, I figured I could reach another railroad track within gliding distance. My compass had been reliable up to this point so I kept on course for a quarter of an hour, then spotted what appeared to be a group of houses. This turned out to be a railroad junction, and I reached it with 1500 foot height. It was getting kind of late, around eight o'clock, and hadn't felt any more lift, so I figured 'to heck with it' and wasted out the 1500 feet and came in for what I figured was a nice smooth field. Unfortunately it turned out to be a rough ploughed field, and I was thankful for the heavy skid on the Skylark for, without it, the ship may have suffered some damage. I landed near a small town called Guardia Escolta, some nine hours after leaving Junin."

The End: Sunday's closing ceremony topped off a colorful event in gaily decorated Junin that will long be remembered by our team. A rodeo was put on by the Gauchos with so much zest that one of their riders was fatally injured. The FAVAV presented the winners with trophies in Olympic style, then paraded all teams in a cavalcade of Citroën convertibles. Each car bore the name of the participating country team on a large banner. At the general square, each team captain lay a wreath at the foot of a monument to Argentina's liberator and patron, General St. Martin. These events brought to a close the 1963 World Gliding Championships.

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AIR DIVISION

in the communist countries of Europe. Low-level flight aids in avoidance of radar detection and, consequently, destruction by anti-aircraft missile.

Though the RCAF officially describes the CF-104 as a strike-reconnaissance plane, the reconnaissance part of the task is regarded as limited. Cameras for the plane are on order but none has