

Another experiment consisted in writing letters to the aviation editors of six newspapers in this vicinity. We asked them to publish an enclosed squib about the Ames Soaring Club and offered to take up anyone interested for no more than the cost of the tow-fee. We believe only one of the six published anything at all, yet more "business" resulted than we could possibly handle. On the one day our offer was good we made about 30 tows and turned away almost an equal number of people.

This last project did not bring us many members, but I think the publicity helped the soaring game a lot. As a result of the Cal. excursion, we almost doubled our club membership, which is now 20 paid members plus seven more applicants. We hope other clubs will want to repeat our projects.

Editor's note: An excellent idea that would add on-the-spot and take-home reading matter and a long term aspect to these promotions would be to display a number of copies of SOARING and SSA membership application blanks for sale and/or free distribution. Extra copies of recent issues of SOARING are available in bulk at the following special rates: 3 copies for \$1.00; 10 for \$2.50; 25 for \$5.00; 50 for \$7.50; 100 for \$12.50. Larger quantities may also be procured, but arrangements should be made well in advance. SSA membership blanks are of course furnished free in any quantity.

CANADIAN SCENE

By DOUGLAS A. SHENSTONE

More than 50 members of the Soaring Association of Canada gathered for the annual general meeting held at the LaSalle Hotel in Kingston, Ont., on 12 February. Queen's University Gliding Club was the host.

The 1949 S. A. C. executives were elected: President, A. N. Lecheminant; Vice-President, Gordon Spafford; Secretary, Barrie Jeffery; Treasurer, Ken McGurk; Director, Don Holman; Director, Bill Frayn; Director, D. A. Shenstone.

An honorary life membership in the Association was unanimously voted to B. S. Shenstone, now with B. E. A. in England, for his invaluable work in forwarding the interests of the Association since its inception.

At the banquet after the meeting Jack Ames, 1947 winner of the BAIC Trophy made formal presentation of the award to the 1948 winner, Ralph Anders of the Toronto Gliding Club. Anders' flight of 69 miles on 18 July 1948, stands as the Canadian Distance Record to date.

Dr. R. C. Wallace, Principal of the University, accepted the Roden Trophy from Berkeley Roden on behalf of the Queen's Club. This is the trophy presented to the club which puts its gliders to the most use during the year. Later in the evening Dick Baiden accepted presentation of a Cobb-Slater variometer, won by the Queen's club for the best entry in the recent S.A.C. Photo Contest.

An error in a recent issue naming Don Cadenhead as President of the Falcon Gliding Club of Vancouver, should be corrected to read Gary Cadenhead, his cousin.

SWISS INTERNATIONAL

(Continued from page 3)

marked with big yellow crosses on two mountain peaks approximately 21 miles away and 21 miles apart from each other.

S. Maurer demonstrated that he is one of the best speed soaring pilots. He is the only one who flew twice around the triangle and in both flights he was the fastest. In his first flight he was closely followed by L. Nottoghem of France, who came in second. Maurer then landed his Moswey 3, started again and was able to complete the second course in 1 hour, 26 minutes, and 11 seconds, which gives an average speed of 70 Km. p.h. (43.75 mph). This speed on a triangular flight is very good, especially if you begin and finish at exactly the same altitude. Maurer will be the first holder of the International 100 Km. triangular speed record.

On this day the scores were as follows: S. Maurer, 4784; L. Nottoghem, 4593; M. Schachenmann, 4550; A. Valette (France), 4508; etc. The difference of only 884 points between the fastest pilot, S. Maurer, and the slowest, P. A. Persson (28 Km. p.h.), shows how few speed points were awarded. It was not possible to win or lose much in this race. The main thing was to complete the flight in order to obtain the distance points, multiplied by a factor of 1.6 for completing the circuit.

On the third day, the weather changed and such soaring as was done was the result of difficult and patient efforts to find lift near the ridges around the airport. Only altitude points were awarded and the result was very poor. M. Schachenmann's gain of 5700 feet was the best while A. Magnusson (Sweden) came in second and Kuhn (Switz.) was third. The scores were low and the daily factor, which was supposed to raise the scores on poor soaring days, (this factor was determined every day by a special formula) was not high enough to remedy the situation. The best score was only 635 points and did not change the general standings.

The next day, July 24, was a little more favorable, but it was still a hard fight against the eternal law of gravity. A closed circuit of 35 miles had to be flown twice with a landing in between.

On the first circuit points were awarded for distance and altitude and on the second circuit for distance and speed. While most pilots were able to complete one circuit, the weather became worse and only four pilots could finish the second race. These four pilots, M. Schachenmann (5481 points), A. Magnusson, (5444 points), A. Kuhn (5200), and A. Valette (4794), therefore earned some good points which raised them a few places in the general standings.

After a day's rest, the contestants started for the sixth competition—the distance flight with optional goals. During three days the pilots could try as many flights as they wanted with only the best one considered for the score. A list of 80 goal points was available to the pilots, distances ranging from 40 to 350 miles. Twenty-one possible goals were in Switzerland, 36 in Italy, 22 in France, and one in