

CANADIAN SCENE

by DOUGLAS A. SHENSTONE

TENARDEE GLIDING CLUB, Calgary

Norm Bruce sends good news of doings at the 10 R.D. Station with the Robin repaired and in flight again. The craft has been through thorough tests and found to be in excellent condition.

F/L Riddell soared for over 11 minutes and got to 1200 feet during the tests.

Since February the Club has made over 1150 tows and qualified 17 "A," 15 "B" and 2 "C."

Another club may form in Calgary with the hope of securing one of the SGU 1-19's which has been under wraps in Calgary for the past many years.

Tenardee 2-place Schweizer repairs are approaching completion and Bruce plans an investigation of the famed Chinook. To quote him:

"This Chinook Arch is most frequent in the Calgary area and it is my belief that the Arch is a standing wave and can be used by a sailplane. I hope to have everything completed within a month (some-time in October or first of November) and then actually do some flight investigations. It is planned to chart the intensity of the wave, if it exists, and to ascertain whether or not it is possible to fly parallel to the Rockies, etc. I believe the phenomenon should extend from Montana to as far north as Edmonton. . . ."

For many years the Chinook has been the subject of speculation by meteorologists and sailplane enthusiasts. It is well known to pilots of powered craft around Calgary who look upon it rather as a dangerous nuisance than anything else. It hits the news pages frequently with its unpredictable vagaries, including abrupt temperature changes within a few feet of altitude.

It is hoped that Norm Bruce will be able to lift a corner of this veil of mystery at last, as far as such aspects affect gliding. It could be that the Chinook will turn out to be a Canadian Bishop, and we are fortunate in having such a well qualified and enthusiastic glider bloke on the spot to make the investigation. Of course it is a long term proposition; the phenomenon is not static nor even predictable, so it may be some time before anything more is learned of it. However, there is now a determined man a soarable glider on hand, which is more than there has ever been before.

Don Holman test-flew the Cadet recently for the Rockcliffe group. This craft, purchased from the Gatineau Club has been re-rigged and painted after a couple of years inactivity. Car tow was used and the craft was found to be in excellent shape.

Johnnie Dure, now in Toronto, made a cross-country trip in the Olympia last month which landed him in the grounds of a "Rest Home" near Brockville. The inmates welcomed him as one of them. Even normal people often jump to the same conclusion when they discover the "aeroplane" has no prop.

This is not the first time a glider has mixed it up with people of the half-world. Norm Bruce tells a tale of an exhibition at a western asylum where the

Financial Statement of the 17th National Soaring Contest, organized jointly by Texas Soaring Association and the Civil Air Patrol:

RECEIPTS

Donated Funds—Dallas	\$ 6,670.00
Donated Funds—Ft. Worth	4,810.00
Donated Funds—Grand Prairie	2,000.00
Gate Receipts	2,154.85
Registration and Towing Fees	834.00
Sale of Merchandise	16.25
Barrack Rentals	930.00

TOTAL RECEIPTS\$17,415.10

DISBURSEMENTS

Fund Raising, Pre-Contest Promotion and Publicity	\$ 3,071.90
Contest Operation Expense	431.84
Printing and Advertising	795.42
Sanction Fee	250.00
Field Decorations	206.40
Miscellaneous Expense	618.57
Registration, Equipment and Towing	1,039.14
Merchandise for Resale	7.00
Barrack Rentals	756.75
Taxes	388.85

TOTAL DISBURSEMENTS\$ 7,565.87

Analysis of this statement will reveal that the Contest itself, in spite of all the days and weeks so many of us contributed, was not self sustaining. If the items in Receipts, other than Donated Funds, are added it will be found that that Contest produced \$3,935.10. Then, if all items in Disbursements were added, except Fund Raising, etc., it will be found that the cost was \$4,493.87—a deficit of \$558.87.

Further consideration will show that Registration and Towing Fees failed by \$205.14 to pay the cost of Towing. It will also be seen that, again in spite of our efforts and all the excellent newspaper and publicity and outdoor advertising, \$795.00 spent on Printing and Advertising brought only \$2,154.00 in gate receipts. After Federal Entertainment Taxes, this makes gate receipts hardly seem worth while.

We hasten to say, however, that some of us are not willing to give up gate receipts because even the small return is important as is proven in this case.

None of the \$795.00 was spent for advertising except to print posters and handbills and the sheets for the billboards which were donated by the outdoor advertising people of Dallas and Ft. Worth.

The funds derived from our activities in connection with the National Contest is committed to a certain purpose—these funds have been set aside in a separate account and are to be used only in the way committed. The regular going expenses of TSA must be met from membership fees and others sources of income.

inmates closed in on the landing spot and refused to budge as the craft dipped down. The ground crew was obliged to rush, yowling and waving their arms, to the opposite end of the field when they saw where the ship was about to land. The psychiatric spectators followed them with great glee, while the machine landed safely at the other end of the field.

Don Stephenson of the Gatineau Club recently knocked off his "C" in the GB with 1 hr, 17 minutes.