Gatineau Gliding Club
1942-2017

75th Anniversary

Ronald Smith – November, 2017

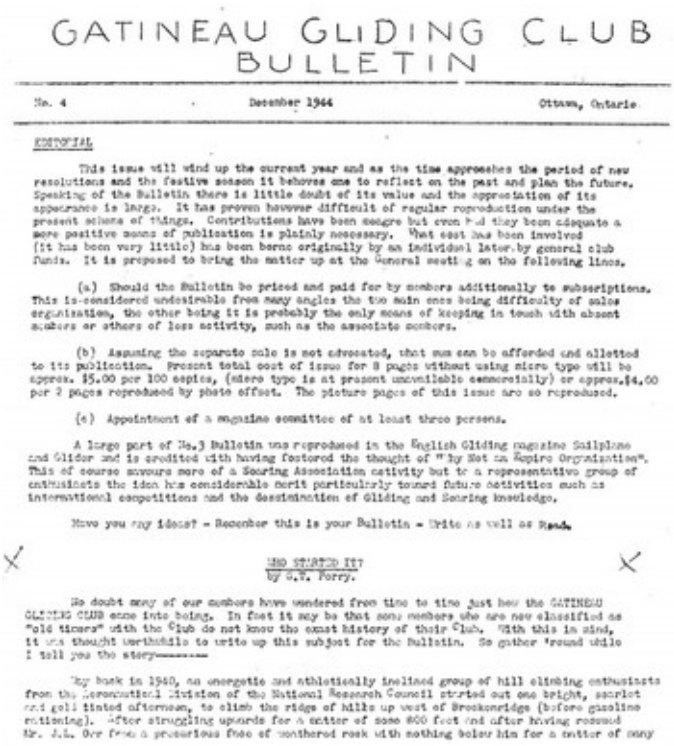
Foreword

This history of the Gatineau Gliding Club has been made possible thanks to the contribution of many people, both past and present.

A substantial effort has been made to ensure that this history is accurate by cross-referencing when possible aural histories, documents, photographs and publications.

Cover
André Ovila “Shorty” Boudreault and Slingsby Falcon at Mulvihill circa fall 1943.

1942 to 1943 – Lakeview Farm



GATINEAU GLIDING CLUB
BULLETIN

No. 4 · December 1944 · Ottawa, Ontario

EDITORIAL

This issue will wind up the current year and as the time approaches the period of new resolutions and the festive season it behoves one to reflect on the past and plan the future. Speaking of the Bulletin there is little doubt of its value and the appreciation of its appearance is large. It has proven however difficult of regular reproduction under the present scheme of things. Contributions have been meagre but even had they been adequate a more positive means of publication is plainly necessary. What cost has been involved (it has been very little) has been borne originally by an individual later by general club funds. It is proposed to bring the matter up at the General meeting on the following lines.

(a) Should the Bulletin be priced and paid for by members additionally to subscriptions. This is considered undesirable from many angles the two main ones being difficulty of sales organization, the other being it is probably the only means of keeping in touch with absent members or others of less activity, such as the associate members.

(b) Assuming the separate sale is not advocated, that sum can be afforded and allotted to its publication. Present total cost of issue for 8 pages without using micro type will be approx. $5.00 per 100 copies, (micro type is at present unavailable commercially) or approx.$4.60 per 2 pages reproduced by photo offset. The picture pages of this issue are so reproduced.

(c) Appointment of a magazine committee of at least three persons.

A large part of No.3 Bulletin was reproduced in the English Gliding magazine Sailplane and Glider and is credited with having fostered the thought of "Why Not an Empire Organization". This of course savours more of a Soaring Association activity but to a representative group of enthusiasts the idea has considerable merit particularly toward future activities such as international competitions and the dissemination of Gliding and Soaring knowledge.

Have you any ideas? - Remember this is your Bulletin - Write as well as Read.

WHO STARTED IT?
by G.T. Perry.

No doubt many of our members have wondered from time to time just how the GATINEAU GLIDING CLUB came into being. In fact it may be that some members who are now classified as "old timers" with the Club do not know the exact history of their Club. With this in mind, it was thought worthwhile to write up this subject for the Bulletin. So gather 'round while I tell you the story———

Way back in 1940, an energetic and athletically inclined group of hill climbing enthusiasts from the Aeronautical Division of the National Research Council started out one bright, scarlet and gold tinted afternoon, to climb the ridge of hills up west of Brookmeridge (before gasoline rationing). After struggling upwards for a matter of some 800 feet and after having rescued Mr. J.L. Orr from a precarious face of weathered rock with nothing below him for a matter of many

Thomas Perry explains that, as early as 1940, members of the Aeronautical Division of the National Research Council, NRC who hiked together in the Québec Gatineau hills had been dreaming about forming a gliding club. J.L. “Johnny” Orr had at one time remarked: “I met a guy from McGill [university] once who went into gliding in a big way. I met him on a cattle boat going to England, I wish I could remember his name”.

In the *№ 4* issue of the *Gatineau Gliding Club Bulletin*, dated December 1944, G.T. “Tom” Perry wrote the earliest known record of the club’s history.

Thomas Perry, 1947

John Orr, c. 1945

In the fall of 1941, the NRC gliding club hopefuls became aware that their new NRC colleague J.A. “Jim” Simpson was the person John Orr had met. And James Simpson’s wife, Helen was a glider pilot as well.

James Simpson, c. 1941

Helen Simpson in Slingsby Kadet, 1945

In 1938, James Simpson had spent 2 months in England at the Derbyshire and Lancashire gliding clubs and returned to join the McGill University Gliding Club as their instructor and secretary. That fall, James Simpson had soared McGill's Slingsby Falcon for 1 hour at Bolton Glen near Knowlton, Québec. In 1939 James Simpson had returned to England to, among others, become Slingsby's North American agent. In 1940, James Simpson had imported a Slingsby Kite which he flew at Cartierville, Québec. He had then used the Kite in July 1941 to compete in the American National Soaring Contest at Elmira, New York where he had placed 11th before selling the Kite to Harvard university's gliding club. By the end of 1940, James Simpson was president of the renamed McGill Gliding Club but the club soon ceased operation due to the pressure of world war two.

Simpson (2nd from r) & Kite at Elmira, NY, 1941

After several preliminary talks between the "realist", James Simpson, and the "dreamers", his NRC colleagues, they formed a group known as the Ottawa Gliding Club. Through previous contacts, James Simpson brought in several other enthusiasts, among them personnel working at Royal Canadian Air Force Station Rockcliffe Test and Development Establishment. The first executive panel was drawn up in early 1942 and consisted of President – J.A. Simpson, Vice-President – F/O W.D. "Don" MacClement and Secretary-Treasurer – W.F. "Bill" Campbell.

Air cadets & MacClement at Carp, Ontario, c. 1944

Kay Taylor & William Campbell, 1947

The new Ottawa Gliding Club needed equipment. Thoughts quickly turned to the inactive McGill Gliding Club. In 1933, McGill had built a Zögling which was rebuilt as a Northrop in 1937. That same year, 1937, the MacDonald Tobacco company had gifted the McGill club a new Slingsby Falcon and Norman Holland, the President of Brandram Henderson Paint Co. had then gifted the McGill club a new Slingsby Dagling. In the fall of 1939, the club's tow-car "Hortense", a 1928 7 passenger Packard touring car, had been modified into a winch by adding an 8 cylinder Marmon engine across the back where the rear seat use to be.

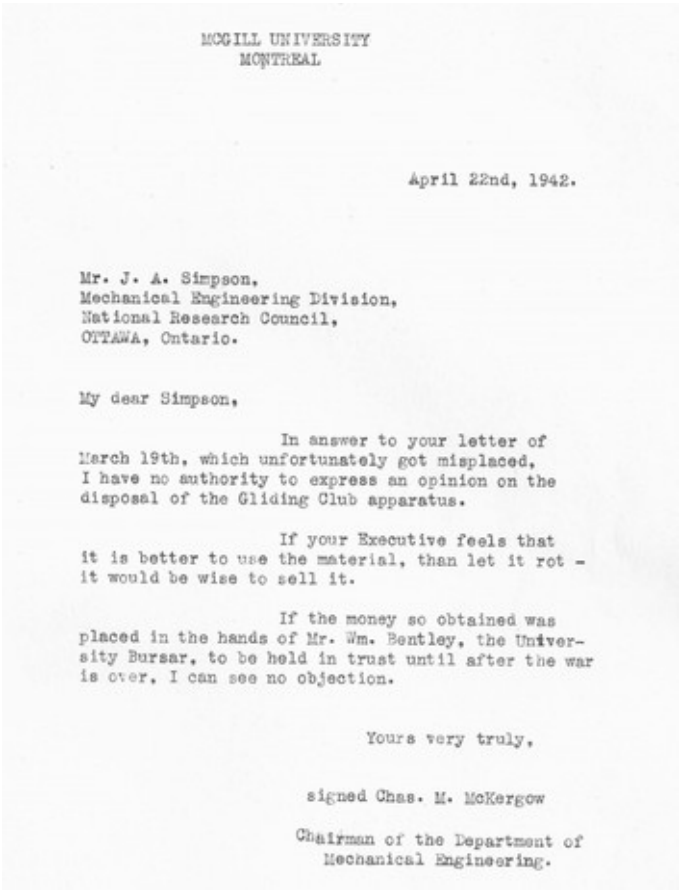
McGill's Zögling at St-Hubert, c. 1933

McGill's Slingsby Falcon, c. 1938

The last reliable information on McGill's equipment, news published in the McGill Daily student newspaper, is as follows: October 9, 1940 a second Dagling in the jigs: November 1, 1940 Dagling damaged when it hit a tree at Hill 70 near St-Sauveur, Québec: November 1 1940, Northrop hit a tree stump at Hill 70 (either damaged or destroyed): November 22, 1940 Falcon damaged by James Simpson during landing at Hill 70 and put into storage.

In early 1942, James Simpson and William Campbell, via many letters, negotiated the use and organized the transfer of equipment from the McGill Gliding Club. McGill's Richard Noonan and Roy Quicke among others helped locate the Packard-Marmon winch. Another McGill member, Ed, helped locate the 2 trailers. And Mr. Chas. M. McKergow, Chairman of the Department of Mechanical Engineering, having written on April 22, 1942 that "it would be wise to sell [the equipment]", cleared the way for the Slingsby Falcon and Dagling to be used

by the Ottawa Gliding Club. Lastly the Ottawa Gliding Club also brought back to Ottawa a pair of partly built Dagling wings and the remains of the Northrop glider.



McGILL UNIVERSITY
MONTREAL

April 22nd, 1942.

Mr. J. A. Simpson,
Mechanical Engineering Division,
National Research Council,
OTTAWA, Ontario.

My dear Simpson,

In answer to your letter of March 19th, which unfortunately got misplaced, I have no authority to express an opinion on the disposal of the Gliding Club apparatus.

If your Executive feels that it is better to use the material, than let it rot - it would be wise to sell it.

If the money so obtained was placed in the hands of Mr. Wm. Bentley, the University Bursar, to be held in trust until after the war is over, I can see no objection.

Yours very truly,

signed Chas. M. McKergow

Chairman of the Department of Mechanical Engineering.

April 22nd, 1942 letter

As licences for both trailers and the Packard-Marmon winch were confirmed with Mr. Ershine of the Ontario License Bureau on April 9, 1942, it is clear that gliders, trailers and winch were transferred to the Ottawa Gliding Club in the spring on 1942.

Thomas Perry notes in the *№ 4* issue of the *Gatineau Gliding Club Bulletin* that "Under the direction of Jim, the [membership] of the club put in all their spare lunch hours and evenings and turned out the club's first primary Dagling glider." Thus the work was carried out at NRC, further witness the photograph of the rebuilt Dagling at NRC in 1942, likely fall.

Dagling displayed at NRC, 1942

To date, no information has been found as to where the Slingsby Falcon was stored from 1942 to 1943 as the Falcon only flew in 1943 and 1944 with the by then renamed Gatineau Gliding Club.

E. G. Wimberley, who eventually became Treasurer of the Gatineau Gliding Club for a period of time and who was consulted in the spring of 2017, remembers when A.O. "Shorty" Boudreault, William Campbell, R.D. "Dick" Hiscocks, J. Noonan and possibly others knocked at his parents home to enquire about the field on the other side of Richmond road. It was the late fall of 1942 and the group was looking for both a field to winch launch and interior winter storage for both their glider and winch.

Simpson's Ford Coupe & Dagling, 1942

Then 15 year old Eric Wimberley put the group in touch with their neighbour Benny Acres, a local cattle drover. Benny Acres was renting the field from T.A. Ahearn, the developer of the Ottawa Electric Railway which served Ottawa citizens for many years. T.A.

Ahearn had bought the field from Eric's grandfather T.J. Graham around 1930 when T.J. Graham retired from farming. T.J. Graham, had owned Lakeview Farm (300 acres) and was a Short Horn beef cattle breeder and large herd dairy farmer.

The sign on the railway station seen in one of J.C. "Colin" Finlayson's 1943 photograph says "Graham Bay", so named for T.J. Graham who had donated 2 acres for the station and associated stock yard for local farmers.

Eric Wimberley remembers that for about 3 weekends in November, the group conducted ground slides. Then on a snowy day in late November, after boosting and thawing the winch's frozen radiator with hot water, 2 or 3 flights were conducted in snow squalls. The only qualified pilot at the time was James Simpson so it is likely that he conducted these few flights. The snow squalls intensified so flying had to be terminated for the season.

Packard-Marmon winch, November 1942

Francis & Donald Holman, November 1942

Dagling ready to fly, November 1942

Dagling flying, November 1942

The Dagling and winch were stored in the drive shed of T.J. Graham's barn for the winter of 1942-3.

Dagling at Graham barn, November 1942

Members of the Ottawa Gliding Club by the fall of 1942 are thought to have included: A.O. Boudreault (NRC), W.F. Campbell (NRC), R.D. Hiscocks (NRC), F/L W.D. MacClement (NRC), J.L. Orr (NRC), H. & J.A. Simpson (NRC), F. & W/C D.R.

Holman (RCAF), J.C. Finlayson (T&D Rockcliffe), and J. Noonan.

In the spring of 1943, a much larger group reassembled at Lakeview farm and 2 or 3 successful days of flying resulted in 10-15 flights. Unfortunately this flying activity attracted too much attention from locals so Benny Acres insisted that the group move on.

Dagling & Graham Station, Spring 1943

Dagling & Simpson's Ford Coupe, Spring 1943

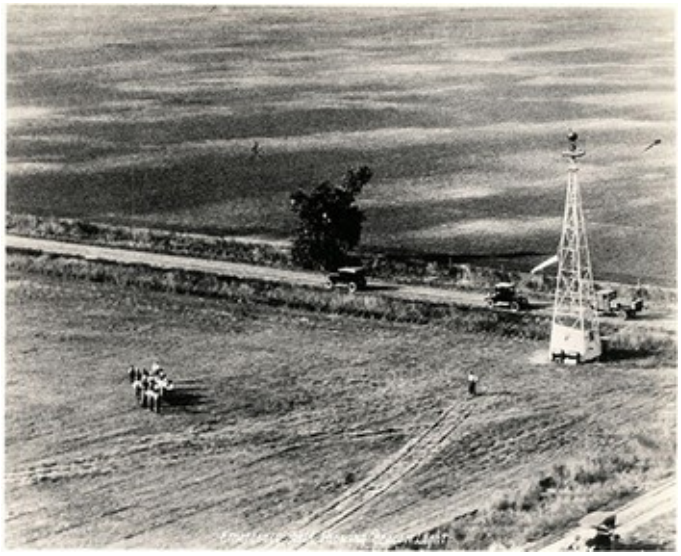
Dagling flying, Spring 1943

1942 to 1945 – E.F.T.S. № 10

When Trans Canada Air Lines started passenger service in April of 1939, the air line needed emergency airstrips every 30 miles along its routes. Between Montréal and Ottawa, Trans Canada Air Lines had 2 emergency airstrips, one at St-Eugene, Québec and one at Pendleton, Ontario. Pendleton's runway was an east-west grass strip essentially in the backyard of 3 farms along the north side of concession road 7. Pendleton was equipped with a gas beacon atop a steel tower so that pilots could find the airstrip at night.

Trans Canada Air Lines Lockheed 10A, c. 1939

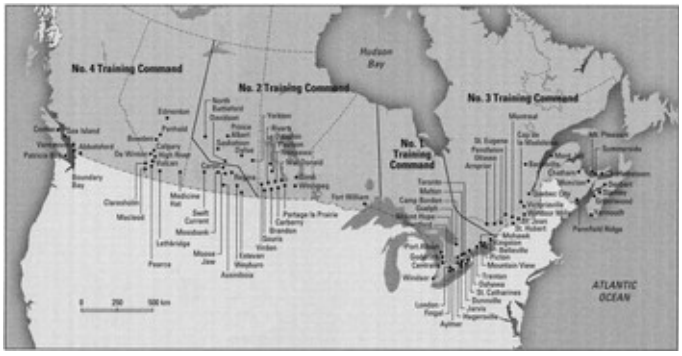
Trans Canada Air Lines route network, 1941



Typical 1930s emergency airstrip gas beacon

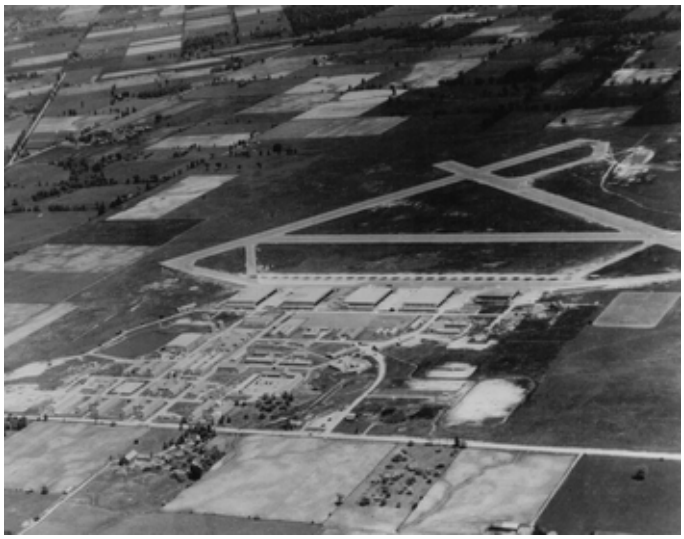
When Canada agreed to participate in the British Commonwealth Air Training Program, BCATP in December 1939, both St-Eugene and Pendleton were chosen as sites for Elementary Flight Training Schools, St-Eugene becoming EFTS № 13 and Pendleton EFTS № 10. Construction of Pendleton aerodrome began in the spring of 1940.

RCAF BCATP sign, c. 1940



RCAF BCATP stations across Canada

In 1940, the Hamilton Aero Club had organized BCATP EFTS № 10 with Gerald Moes as its civilian manager. Both EFTS № 10 and Royal Air Force Air Navigation School, ANS № 33 were based at Mount-Hope aerodrome, near Hamilton, Ontario.



Mount-Hope aerodrome, 1947

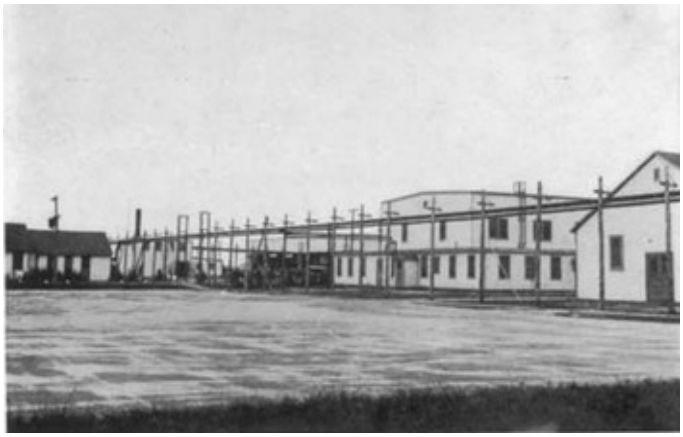
By the summer of 1942, ANS № 33 had expanded to the point that EFTS № 10 had to be relocated to Pendleton. During the last week of August 1942, instructors and senior students ferried the school's 48 DeHavilland DH-82 Tiger Moths from Mount-Hope to Pendleton while 40 moving vans followed by road.

Pendleton aerodrome, c. 1943

Although EFTS № 10 started operating at Pendleton September 1st, 1942, construction of many buildings was only finished in January 1943.

At its peak, EFTS № 10 had 92 DeHavilland DH-82 Tiger Moths and a population of 569, a mix of staff and students.

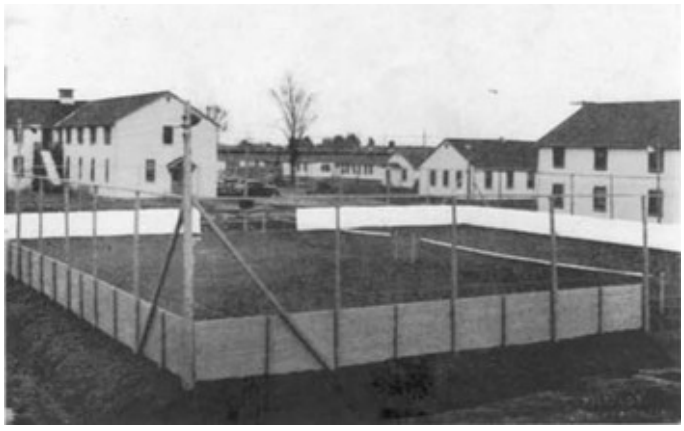
Looking north across parade square, c. 1943



Looking south-west across parade square, c. 1943

EFTS № 10 Canteen, c. 1943

Gerald Moes was a keen sportsman having participated in the 1929 Paris Olympics. He is likely the reason that EFTS № 10 had a sports field, tennis courts, a swimming pool, cross-country ski trails, a skating rink and a toboggan run.



Tennis court looking south-east, c. 1943

Skating rink looking north, c. 1943

The Hamilton Aero Club owned a 1938 Waco ZQC-6, CF-BDW (serial № 4643) which it used to move civilian personnel between Hamilton and Pendleton and occasionally for medical emergencies at Pendleton.

Waco ZQC-6 CF-BDW, c. 19XX

In the spring of 1944, the RCAF took over the operation of EFTS № 10 and the school converted to Fairchild Aircraft and Fleet Aircraft PT-26 Cornells. RCAF EFTS № 10 operated up to 72 Cornells.

1,000th PT-26 Cornell at Pendleton, 1945

EFTS № 10 closed on September 15th, 1945.

The remains of some of the equipment used to build and operate Pendleton aerodrome can still be found on the property.

1930-40s graders, 2017

1929-30 Chevrolet utility 1½ ton truck, 2017

1930-40s Diamond T truck, 2017

1943 to 1945 – Mulvihill Farm

The Gatineau Gliding Club having lost access to Lakeview farm, club members began the search for a new site. Because of gas rationing, some wanted it on the Ontario side. Because of more relaxed liquor laws, some wanted it on the Québec side. Some club members used their weekends to search by road while other club members who were personnel flying on RCAF T&D flights out of station Rockcliffe scoured the country side from the air.

T&D Avro Anson by Masson, Québec, c. 1942

In the end, it was members John Orr and William Campbell who eventually found Mulvihill farm at Ballie and Mountain road, near Brekenridge creek. Phillip Marshall Mulvihill, the farmer, allowed his field to be used in exchange for club members helping mow clover due to a shortage of labour. It probably helped that Mr. Mulvihill's son, Thomas Mulvihill worked at NRC and was enthusiastic about the gliding club.

Mulvihill (X) from King mountain, c. 1943

By August 1943, the club had built a rudimentary hangar and started flying operation in the shadow of the Eardley escarpment of the Gatineau Hills, just below MacKenzie King's "Mooreside" estate. That season, the members managed about 400 flights including Ovila Boudreault and William Campbell soaring for 5 minutes each along the ridge, a major accomplishment for those days.

An account of the club's status was published in the June 1945 issue of the British *Sailplane & Glider* magazine in an article titled *Canadian [1943] Visit.*

12 *Sailplane and Glider, June, 1945*

Canadian Visit

IN the summer of 1943 I was able to pay two visits to the most active gliding group in Canada at Ottawa. This belated account of the conditions prevailing at that time may be of interest. The leading light and most experienced member of the club was J. A. Simpson, who will be remembered as instructor-manager at Bradwell Edge in the summers of 1938 and 1939. He was an ex-member of the McGill University Club which had broken up in 1941 due to pressure of military training. The mantle of McGill has now fallen on the Ottawa group and they are the main advisers to various smaller groups and independent constructors. The nucleus of the group was formed by members from the National Research Laboratories and the R.C.A.F. Development Establishment; this has given them useful technical and constructional facilities which have helped them in overcoming the many difficulties they were bound to meet. They have also received a certain amount of official support and have been fortunate in inheriting a powerful winch using manila rope and other equipment from the McGill Club. A Dagling "gate" and tail unit still bearing the proud crest of McGill has been furnished with a new pair of wings constructed by the members. These wings show promise for future constructional activities, for they were built with great care and the difficult job of laying on a diagonally grained plywood leading edge was successfully undertaken.

The club was moving to a new site when I first visited it in July, so that I saw no flying but considerable activity in other directions.

The "Hill" Ottawa Gliding Club.

The field had been lent by a local farmer in exchange for help in mowing the clover, very welcome help in view of the prevailing shortage of labour.

The field is very large and flat, situated about 20 miles North-west of Ottawa at the base of a 500-foot ridge, 35 miles long facing into the prevailing wind. I arrived to find the clover about half cleared and lent a hand shifting the components of the prefabricated (?) hangar on the farm cart to a sheltered corner of the field.

The site had all the hallmarks of a first-class training and soaring ground, the ridge was similar to the Surrey Clubs Colley Hill. Walking the length of the field in the summer heat I soon developed a really wicked thirst; unfortunately such was the beer shortage that a "No Stag" rule was in force in all the local hostelries (meaning they would not serve unaccompanied males), one of the best arrangements I've yet heard for recruiting the refining influence to the Gliding Movement.

Concurrently with my visit to the club I had lunch and an engrossing talk with Jim Simpson. As usual the talk covered the whole field of gliding activity; reminiscences were interjected with hopes for the future. He was very enthusiastic about the great possibilities that exist in Canada, but stressed the need for practical experience in developing the widely scattered centres of interest. As exemplified by his recent articles, he is a keen meteorologist and showed me some good stereoscopic cloud photographs, as well as some attractive colour films of the McGill club's "Kite" at the 1941 Elmira Competitions. Small wonder that I had to run to catch the last bus back to my hostel in Ottawa.

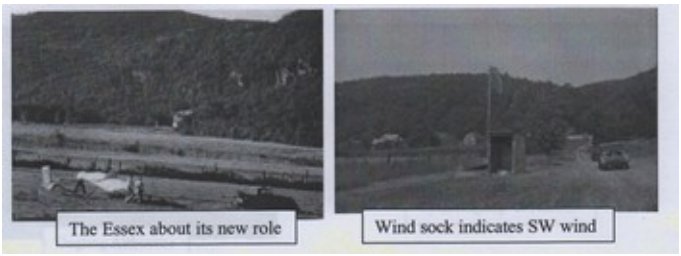
Going through aileron drill in front of the hangar.

SECOND VISIT

My second visit was in September and was marred by bad weather. I found the clover cleared, the hangar up and ground slides in progress. The training system was similar to that evolved in England, the rope appeared to give a smooth tow with little surge and to stand up to the wear and tear very well. The winch was very heavy and not surprisingly it got bogged once or twice in the wet ground. Eventually it came on to rain hard and operations were washed out.

Wartime shortages of "Gas," tyres and material have proved as restrictive in Canada as over here. But there are radically new designs on the drawing boards, a core of interest and experience is being kept alive at Ottawa, and I am sure that all the obstacles ahead will be overcome by the determination and keenness that were so evident during my short but extremely enjoyable visits.

Canadian [1943] Visit, S&G p 12



Mulvihill, 1943

At some point in 1943, the Ottawa Gliding club acquired a vintage Essex roadster for the purpose of bringing the glider and winch cable back to the launch point after each ground slide or flight.

Dagling & Essex at Mulvihill, c. 1943

Essex roadster, 2017

Dagling at Mulvihill, c. 1943

That season, Ovila Boudreault also accidentally entered a spin. Here is the entry James Simpson wrote in Ovila's logbook in the fall of 1943.

"Winch cold as first flight of day and stalled in middle of launch (glider at 350 feet). Pupil released and started into turn with insufficient speed. As machine would not turn around he applied full aileron which stalled inner wing. He prevented spin developing fully by diving. Did one-and-a-half turns very steep spiral dive before straightening out and recovering at about fifty feet. Recovered facing North corner of field and nearly stalled again in attempting to turn away from trees in recovery. Flew through gap in trees and landed normally between creek and mountain road, facing N.W. (into wind)."

Ovila having quite literally just escaped death, was then berated by James Simpson.

"It is disappointing to find that this pupil still does not judge flying speed properly, and is thus completely put off by any unusual occurrence. He still tends to fly too slowly. He must learn to judge speed by the sound of the machine and to watch the horizon. He must also learn that loss of control can only mean loss of speed. The golden rule of primary flying is: when executing turns or any other manoeuvre, or when flying in rough air, or when the controls seem ineffective, increase speed. He should also realize that the glider will stay up longer and go further if flown faster."

And the final “encouraging” note by James Simpson.

"The second flight was a normal figure eight from 500 feet flown rather slowly."

Ovila Boudreault would explain years later that, prior to the spin, he had read about spin recovery procedures in a book. Ovila would go on to earn № 1 Canadian Fédération Aéronautic International, FAI Gliding Certificate and № 1 Canadian FAI Silver 'C'.

Boudreault & Falcon at Mulvihill, c. 1943

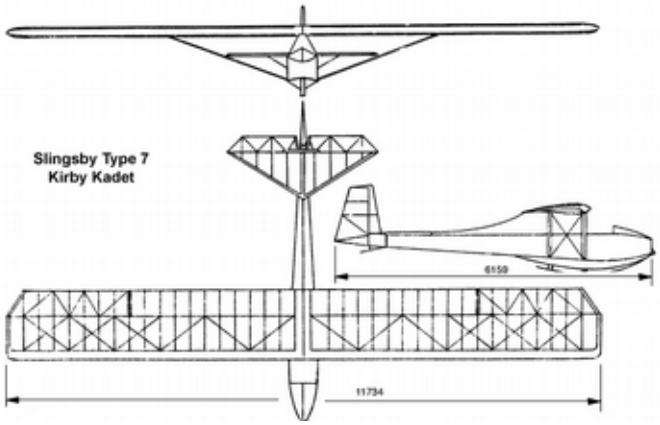
Photographic evidence would indicate that the Falcon was present at Mulvihill in the fall of 1943. But no record has been found to indicate whether or not it flew during the 1943 season.

Falcon at Mulvihill, 1943

James Simpson & Falcon at Mulvihill, 1943

Only one accident occurred in 1943, resulting in a broken skid for the Dagling and a broken rib for an unnamed student. Flying for the season ended in November.

During the winter of 1943-4, the club undertook a number of construction tasks: repairing the original Dagling following the 1943 season's flying: completing the construction of a second Dagling, nacelle type: starting to build a Slingsby Kirby Kadet which was never completed.



Slingsby Kirby Kadet 3-view

In the *Canadian [1943] Visit* article of the June 1945 issue of the British *Sailplane & Glider* magazine, it was stated that "[the Ottawa Gliding club] has been furnished with a new pair of wings constructed by the [McGill] members. These wings show promise for future constructional activities, for they were built with great care and the difficult job of laying on a diagonally grained plywood leading edge was successfully undertaken." Thus the Ottawa Gliding Club's second Dagling, a nacelle type, was in fact completing the work that was started by the McGill club.

Club correspondence in the late 1940s made it clear that the construction of the Slingsby Kirby Kadet was never completed. Ovila Boudreault's logbook does show that he flew Kirby Kadets starting in 1945 but this would have been Air Cadet Kirby Kadets.

During a general annual meeting in the winter of 1943-4, the club was renamed the "Gatineau Gliding Club".

Friday, April 21st, 1944 saw the birth of a new organization, the "Soaring Association of Canada", SAC. In attendance at this meeting were 18 people, among them: J.A. Simpson (Gatineau Gliding Club), W.D. MacClement (Gatineau Gliding Club), A.N. Le

Cheminant (Gatineau Gliding Club), B.S. Shenstone (London Gliding Club, England), J.B. Taylor (Vancouver and Island Gliding Club), M. I. Chase (Regina Flying Club), K. Twardowski of Toronto, G. Knapp (Montréal Gliding and Soaring Club) plus representatives of Royal Canadian Flying Club Association, DeHavilland Canada and the Minister of Transport. The charter members of SAC were James Simpson, Donald MacClement and Arthur Le Cheminant, all 3 from the Gatineau Gliding Club.

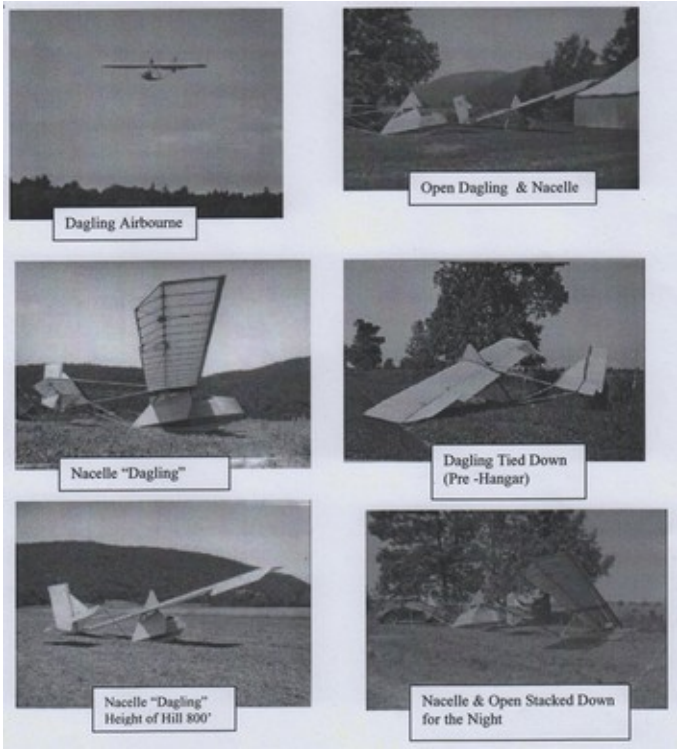
It is noteworthy that senior Canadian bureaucrats were hostile to the incorporation of the Soaring Association of Canada. In May 1945, a spokesman for the Deputy Minister of National Defence for Air was quoted as saying ".. no useful purpose can be served by the incorporation of such an association. It is not considered that glider training is of any assistance to flying training – in fact a lot of the techniques used in glider flying can be dangerous to flying motor aircraft". SAC's proponents fought and SAC would eventually be incorporated in October 1945.

It is equally noteworthy that the Department of Transport welcomed the Soaring Association of Canada and that the Department of Transport has over the years afforded the Canadian gliding community a level of self-regulation.

The Gatineau Gliding Club's annual dinner was held the following day, Saturday, April 22nd, 1944 at Chateau Laurier. The dinner was preceded by a meeting at the auditorium of the National Research Council. Attending both events were a number of the representatives who were present at the SAC meeting the day before. Motion picture films were shown and speeches given on subjects pertaining to gliding. Among those who spoke were: Group Captain D.C.M. Hume, J.L. Orr, W.F. Campbell, R.D. Hiscocks and G.T. Perry, of the National Research Council, and Helen Simpson. A.N. Le Cheminant chaired the meeting in J.A. Simpson's absence.

On Wednesday, May 17, 1944, the first hangar was destroyed in a windstorm. Fortunately the Gatineau Gliding Club's 3 gliders had not yet been returned from the city where they had been worked on through the winter 1943-4. The Essex retrieve car and Packard-Marmon winch which were inside the hangar were undamaged.

The summer of 1944 saw the club operating 3 gliders with 2 of them sometimes airborne together. The 1944 flying season started on Saturday, July 1st with a 9 day gliding camp organized by John Orr. A canvas marquee served as a temporary hangar and can be seen in some of the 1944 photographs. A total of 173 flights were conducted for a total 5½ hours flying time. James Simpson managed a flight of 1½ hours while William Campbell and one other member managed flights of over 15 minutes. A wayward downdraft sent William Campbell flying through some trees, damaging the left wing of the new nacelle Dagling. According to a newspaper article, the last day saw James Simpson perform nearly half a dozen exhibition flights.

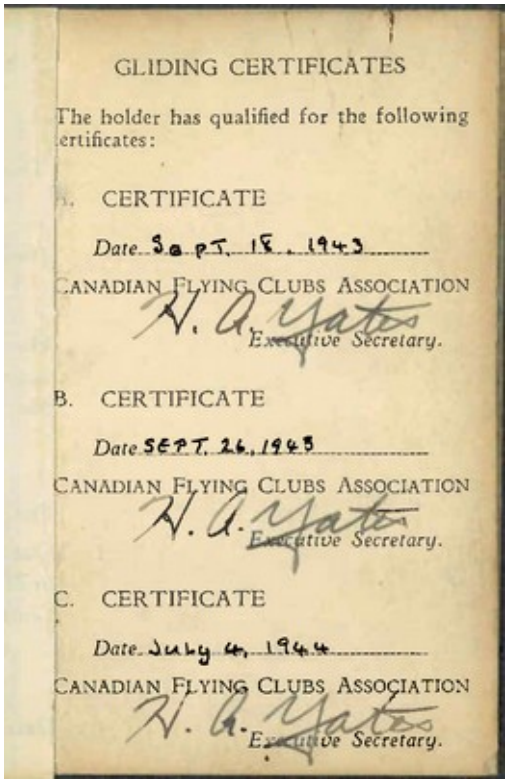


Both Daglings at Mulvihill, July 1944

Following the camp, James Simpson suffered a rope break which left him with a cracked vertebrae and the club without a winch. After many weeks of negotiations, the club managed to convince rationing officials that 2,500 feet of manila rope for the winch was “essential” to the war effort.

During the remainder of the season, the club only managed 12 days of flying with a total of 242 flights. Donald Perry hit a fence on landing, damaging the left wing of the original Dagling, leaving the club’s 2 Daglings with only right wings. One Dagling wing was repaired promptly to allow the season to be completed. That season 2 ‘C’, 4 ’B’ and 10 ‘A’ certificates were achieved.

№ 1 Canadian FAI ‘C’ was achieved by Ovila Boudreault of the Gatineau Gliding Club in 1944. The requirements included: achieving a FAI ‘A’ badge which consisted of 12 glides and a flight of 30 seconds: achieving a FAI ‘B’ badge which consisted of a flight of 1 minute and a 90 degree turn both left and right: the FAI ’C’ badge required a flight of 5 minutes above the release height.


GLIDING CERTIFICATES

The holder has qualified for the following certificates:

A. CERTIFICATE

Date Sept. 18, 1943

CANADIAN FLYING CLUBS ASSOCIATION

W. A. Yates
Executive Secretary.

B. CERTIFICATE

Date SEPT. 26, 1943

CANADIAN FLYING CLUBS ASSOCIATION

W. A. Yates
Executive Secretary.

C. CERTIFICATE

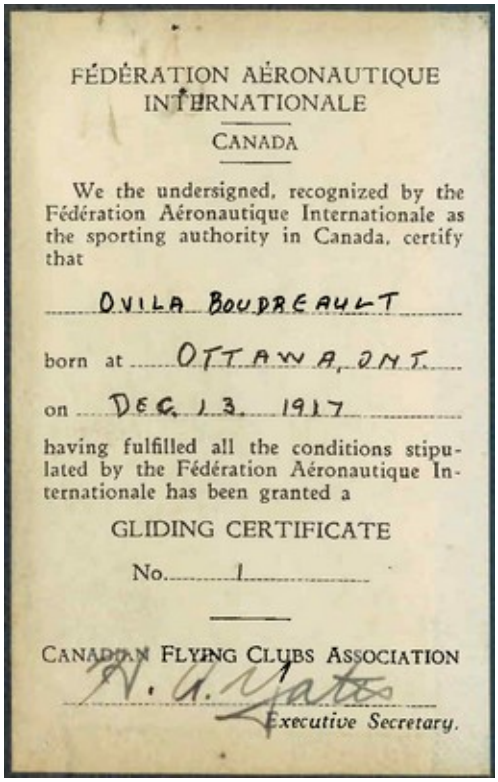
Date July 4, 1944

CANADIAN FLYING CLUBS ASSOCIATION

W. A. Yates
Executive Secretary.

A.O. Boudreault’s FAI ‘A’, ‘B’ & ‘C’ badges

№ 1 Canadian FAI Gliding Certificate was issued to Ovila Boudreault in 1945, nearly a year after Ovila met the requirements by achieving a FAI ‘C’ badge. SAC’s national charter had been delayed by hostile Canadian bureaucrats and only once SAC’s incorporation was complete could SAC begin representing gliding in Canada to the FAI.



FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

CANADA

We the undersigned, recognized by the Fédération Aéronautique Internationale as the sporting authority in Canada, certify that

OVILA BOUDREAULT

born at OTTAWA, ONT.

on DEC. 13. 1917

having fulfilled all the conditions stipulated by the Fédération Aéronautique Internationale has been granted a

GLIDING CERTIFICATE

No. 1

CANADIAN FLYING CLUBS ASSOCIATION

A. A. Yates

Executive Secretary.

A.O. Boudreault's FAI Gliding Certificate № 1

As the 1944 season progressed, the necessity to daily rig and de-rig gliders made the need for a hangar increasingly pressing. A.N. "Chem" Le Cheminant who had shared a military barrack with T.E. Lawrence (Lawrence of Arabia*)* and Richard Hiscocks (who would go on to become a key engineer on the DeHavilland Canada DHC-2 Beaver) designed a proper 40 by 40 feet hangar. The hangar was built around 9 prefabricated roof trusses, built in a jig on site. The farmer's cows slowed the assembly of the trusses as the cows developed a taste for the glue used to laminate the wood. Members had the hangar largely built by fall, possibly with some help of "guests" of the military. For the first winter, the hangar opening was boarded up while the hangar doors were built in the NRC lab. Photographs of the new hangar were published in the August 1945 issue of the British *Sailplane & Glider* magazine in an article titled *[1944] Progress in Canada.*

10 *Sailplane and Glider, August, 1945*

sport were able to attend; it must be remembered that because of the distances involved representation from all parts of Canada could not be obtained.

The purpose of the meeting was to appoint a small temporary committee with four objects :—

(1) To draft recommendations to the Department of Transport regarding possible modification of the present Air Regulations as they affect gliding.

(2) To develop an organization for the administration of gliding in Canada.

(3) To draft the constitution of a proposed Canadian Gliding Association, to be submitted to the established clubs for their consideration.

(4) To suggest a programme for the post-war development of the gliding movement.

In actual fact very much more ground was covered than that set out above, the most urgent question was that of the Regulations and in that connection it was pointed out that they fell into two categories. Those affecting the safety of the public and those affecting the safety of the participants. The former should come under the Department of Transport, but the latter should be the concern of the S.A.C.

Incidentally, the name "Soaring Association of Canada" was adopted at this meeting and its objects were defined as follows :—

"To promote the art of motorless flight, and to represent gliding and soaring in Canada."

In addition to the executive committee five regional directors were appointed, the country being tentatively divided up into Pacific, Prairie, Ontario, Quebec and Maritime areas.

Sub-committees were set up to work under the following titles :—

REGULATIONS. More or less self-explanatory.

TECHNICAL. Airworthiness and design, investigation of accidents, inspection and technical information.

"Hangar Construction Stage 1. Gatineau Gliding Club."

Stage 2. Another View to see if it is in line.

Sailplane and Glider, August, 1945 11

MEMBERSHIP. To promote membership.

FINANCE AND INSURANCE. Advice—to treasurer and help to member clubs.

CONSTITUTION AND AFFILIATION. To draft the S.A.C. constitution, to prepare affiliation with the C.F.C.A. and the S.S.A. and possibly other bodies, it is to be hoped that the "other bodies" include the B.G.A.

EQUIPMENT. Supply and manufacturers, three are three firms engaged in manufacture in Canada now.

PUBLICITY AND CORRELATION. The S.A.C. executive undertook the work of this committee.

COMPETITION. At present not sitting, I believe.

The question of approval of instructors was discussed at some length; the official present, although he could give no definite ruling, thought that temporary authority would be issued if the applicant was recommended by the S.A.C. Another point brought up in connection with the exchanges on licensing was the desirability of some equivalent to the German Official "C." Here the statement was made that after the war the authorities would probably overhaul the existing regulations, so again no pronouncement could be obtained.

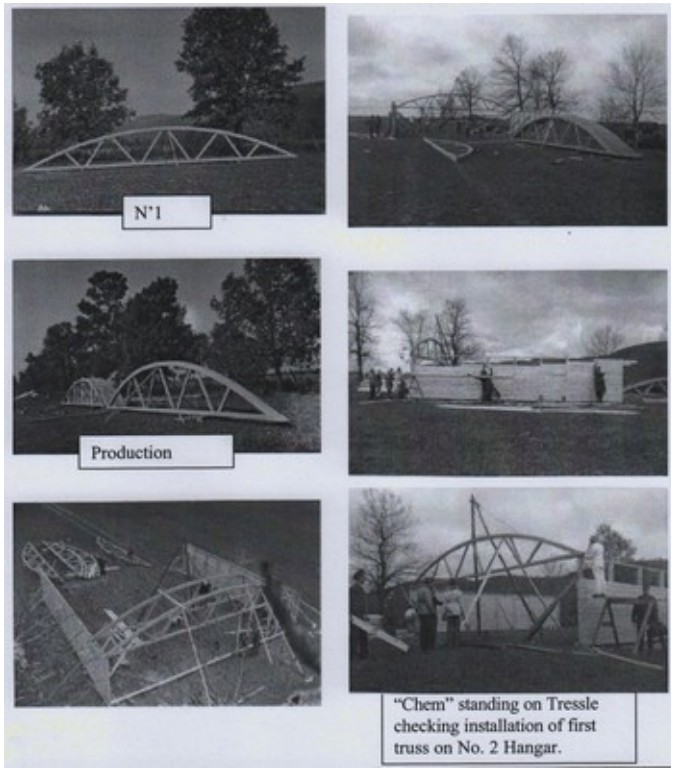
The jobs of the various sub-committees were gone into in some detail and I have received cyclo-styled Information Bulletins issued by them covering recommended practice in the selection of sites, specifications for winches and launching ropes, cables and wires, a list of machines at present approved for use in Canada, an outline of the qualifications that will be required of instructors for different stages of the pupils' progress and the first three parts of the airworthiness requirements.

Attention was directed to the shortage of experienced instructors entailing either some form of Central Flying School or else an individual touring the various clubs to bring

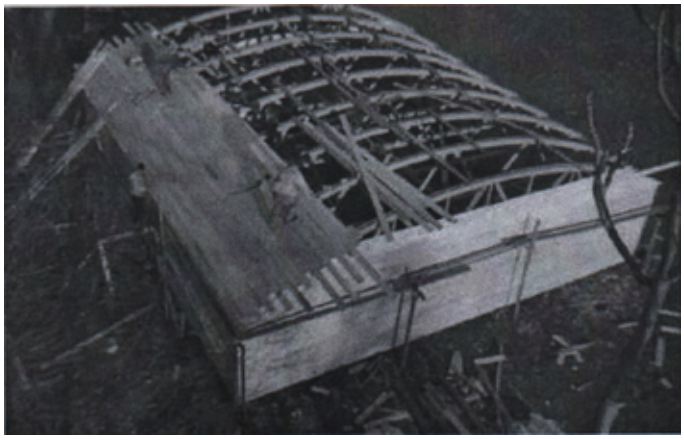
Stage 3. Roof Framework Appears

Stage 4. Covering almost Completed

[1944] Progress in Canada, S&G p10 & p11

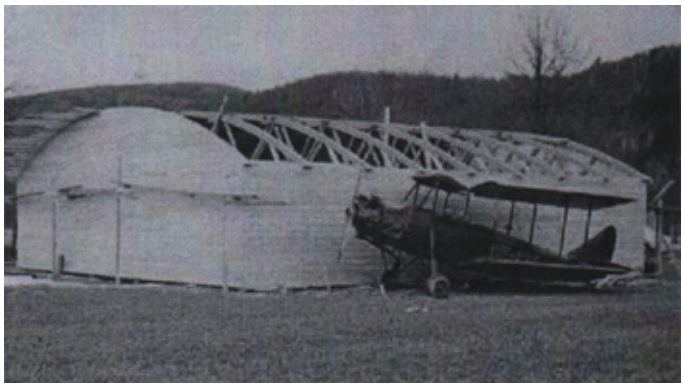


Second hangar under construction, 1944



Second hangar nearly finished, 1944

The hangar was financed through a loan at no interest by member G.S. “Bud” Levy in exchange for hangaring his Avro 616 Avian IVM CF-CDL (serial № 321). Bud Levy would become a life member of the Gatineau Gliding Club.



Second hangar & Avro Avian, 1944

During the Fall of 1944, the McGill Gliding Club re-activated and “discussions” occurred about ownership of various equipment. In December 1944, the Slingsby Falcon was trailered back to Montréal but ownership of the now un-airworthy original Dagling and Packard-Marmon winch were contentious. On July 27th, 1945, the Gatineau Gliding Club agreed to arbitration. The arbitrator, likely either B.S. Shenstone or W.D. MacClement, decided that the winch and remains of the original Dagling should be returned to Montréal, leaving the Gatineau Gliding Club with a nacelle Dagling and no winch.

SAC tasked the Gatineau Gliding Club with developing a winch for the Canadian gliding community. With a gift of $250 from the British Aviation Insurance Co. and Ford donating a used V8 engine, the prototype winch was built with the help of the Ontario Hughes Owen Co. using a RCAF drogue towing winch.

“Chip” Smallwood & prototype SAC winch, 1946 (notice the “emergency release axe”)

***S**oaring* magazine became the official publication of the Soaring Association of Canada as of the January-February 1945 issue. The Soaring Association of Canada and *Soaring* magazine would part ways after the 1957 January-February issue.

SOARING

OFFICIAL PUBLICATION OF THE SOARING SOCIETY OF AMERICA, INC. and the SOARING ASSOCIATION OF CANADA

JANUARY - FEBRUARY, 1945
Vol. 9, No. 1-2

Soaring Society of America, Inc.
Elmira, New York

Parker Leonard ..... President
Donald Hamilton ..... Vice President
Ben Shapack ..... Secretary
Arthur Schultz ..... Treasurer
Taylor Boyer ..... Editor
August Raspet ..... Technical Editor

Soaring Association of Canada
309 Journal Building
Ottawa, Canada

J. A. Simpson ..... President
D. MacClement ..... Vice President
A. N. Le Cheminant ..... Sec./Treas.

Membership dues are $4.00 per year.

Welcome Canadians

WE are proud to announce the affiliation of the Soaring Association of Canada with our Soaring Society of America. This affiliation is the result of a mutual agreement of a majority of the directors of the SSA and the SAC.

Out of this union will come an international cooperation and exchange of ideas which will brighten the future of gliding and soaring in North America. Accounts of experiences of soaring pilots, interesting weather observations, articles on design and construction, maintenance and repair, club operation, legislation, and other common matters will be of mutual advantage. This magazine has already published Canadian articles which have benefited all who read them. We are looking forward to many more contributions from this capable source.

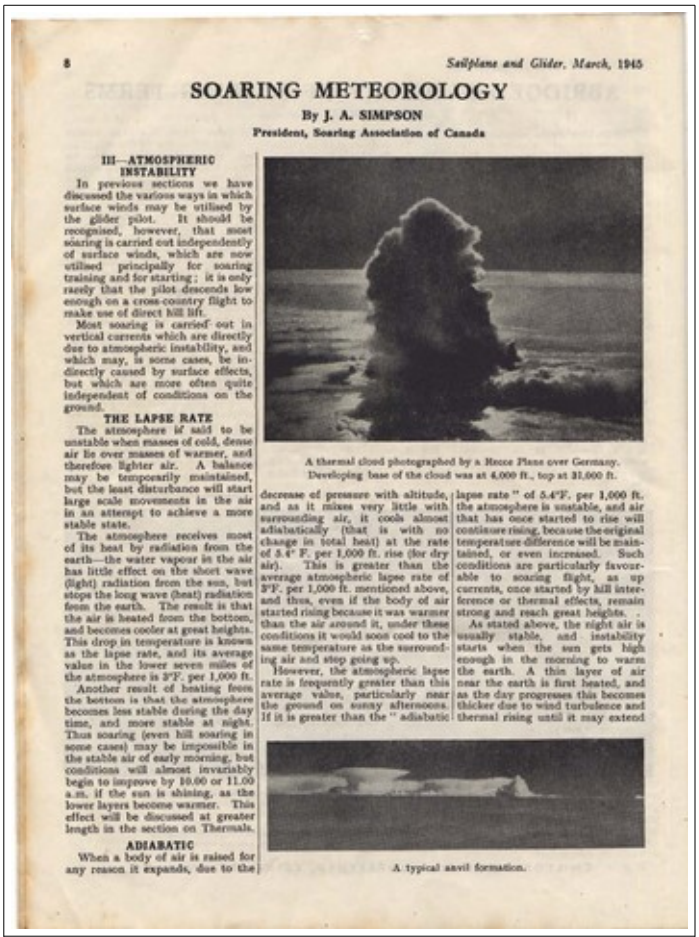
It has already been recognized by many authorities that distance soaring will find many advantages in the plains of western Canada. Among these are the long hours of daylight in the summer, the early morning formation of cumulus clouds, and the steady winds blowing across the central provinces. We look forward to welcoming the Canadian soaring pilots who may land in the United States—possibly to establish new international records.

In the past, several Canadian members have represented their country at our contests. Now, with the present affiliation, a further feeling of kinship and unity will no doubt bring more Canadians to the States and, by the same token, take us to the Canadian meets.

In the commercial field, gliders show tremendous promise in Canada and the post-war years should see the establishment of a number of Canadian glider freight lines. The members of the Soaring Association of Canada will unquestionably be the leaders and founders of these lines. They are the men with the vision, ability, and experience to do this job.

We sincerely hope that this affiliation is the beginning of an organization which will grow to encompass the peoples of many countries, forming them into a closely knit body working to their mutual benefit and the furtherance of gliding and soaring.

Soaring magazine inside cover, Jan-Feb 1945



8 *Sailplane and Glider, March, 1945*

SOARING METEOROLOGY

By J. A. SIMPSON
President, Soaring Association of Canada

III—ATMOSPHERIC INSTABILITY

In previous sections we have discussed the various ways in which surface winds may be utilised by the glider pilot. It should be recognised, however, that most soaring is carried out independently of surface winds, which are now utilised principally for soaring training and for starting; it is only rarely that the pilot descends low enough on a cross-country flight to make use of direct hill lift.

Most soaring is carried out in vertical currents which are directly due to atmospheric instability, and which may, in some cases, be indirectly caused by surface effects, but which are more often quite independent of conditions on the ground.

THE LAPSE RATE

The atmosphere if said to be unstable when masses of cold, dense air lie over masses of warmer, and therefore lighter air. A balance may be temporarily maintained, but the least disturbance will start large scale movements in the air in an attempt to achieve a more stable state.

The atmosphere receives most of its heat by radiation from the earth—the water vapour in the air has little effect on the short wave (light) radiation from the sun, but stops the long wave (heat) radiation from the earth. The result is that the air is heated from the bottom, and becomes cooler at great heights. This drop in temperature is known as the lapse rate, and its average value in the lower seven miles of the atmosphere is 3°F. per 1,000 ft.

Another result of heating from the bottom is that the atmosphere becomes less stable during the day time, and more stable at night. Thus soaring (even hill soaring in some cases) may be impossible in the stable air of early morning, but conditions will almost invariably begin to improve by 10.00 or 11.00 a.m. if the sun is shining, as the lower layers become warmer. This effect will be discussed at greater length in the section on Thermals.

ADIABATIC

When a body of air is raised for any reason it expands, due to the decrease of pressure with altitude, and as it mixes very little with surrounding air, it cools almost adiabatically (that is with no change in total heat) at the rate of 5.4° F. per 1,000 ft. rise (for dry air). This is greater than the average atmospheric lapse rate of 3°F. per 1,000 ft. mentioned above, and thus, even if the body of air started rising because it was warmer than the air around it, under these conditions it would soon cool to the same temperature as the surrounding air and stop going up.

However, the atmospheric lapse rate is frequently greater than this average value, particularly near the ground on sunny afternoons. If it is greater than the " adiabatic lapse rate " of 5.4°F. per 1,000 ft. the atmosphere is unstable, and air that has once started to rise will continure rising, because the original temperature difference will be maintained, or even increased. Such conditions are particularly favourable to soaring flight, as up currents, once started by hill interference or thermal effects, remain strong and reach great heights.

As stated above, the night air is usually stable, and instability starts when the sun gets high enough in the morning to warm the earth. A thin layer of air near the earth is first heated, and as the day progresses this becomes thicker due to wind turbulence and thermal rising until it may extend

A thermal cloud photographed by a Recce Plane over Germany. Developing base of the cloud was at 4,000 ft., top at 31,000 ft.

A typical anvil formation.

Soaring Meteorology, S&G p8

James Simpson, the club's chief flying instructor, wrote many articles for both the American *Soaring* magazine and the British *Sailplane & Glider* magazine. Below is one of his articles, *Soaring Meteorology*, *Sailplane & Glider*, March, 1945.

1945 to 1949 – Carp Airfield

In the summer of 1945, F/L Donald MacClement, an eventual founding member of the Queen's University Gliding Club, and F/L Vernon Pope, a eventual founding member of the Montréal Soaring Council, were helping to organize the Central Gliding School. The school, which opened formally August 7th, was attended jointly by members of the Soaring Association of Canada and of the Air Cadet League of Canada and was held at Carp aerodrome, west of Ottawa. Since 1943, the Air Cadet League of Canada had been operating 3 Slingsby Kirby Kadets at Carp with Donald MacClement's help. An additional 3 Slingsby Kirby Kadets and eventually 2 Schweizer TG-3s were added for the instructor school, for a fleet of 8 gliders. Ovila Boudreault flew both types at Carp in 1945.

Vernon Pope & Donald MacClement, 1945

During the glider instructor school, the National Film Board of Canada, NFB made a short newsreel titled *Teachers Take Wings*. The newsreel's description reads: "In Carp, Ontario, gliding instructors are trained by the Air Cadet League". The newsreel is part of NFB *Canadian Screen Magazine № 3*.

Still from "Teachers Take Wings", 1945
(1944 Czerwinski Robin glider)

And so the Gatineau Gliding Club chose to operate mainly from Carp in the summer of 1945, at times making use of the Air Cadet winches and getting their first taste of aero-tows likely from Royal Canadian Flying Club Association Tiger Moths such as CF-CTM.

Carp, April 11, 1944

J. Fleming, T. Perry & DH-82 CF-CTM, 1947

Admiral H.G. “Harry” DeWolf, whose obituary years later was published in newspapers around the world, arranged for the additional 3 Slingsby Kirby Kadets to be delivered to Carp days before the 1945 instructor school, the Kirby Kadets gliders travelling on a Royal Canadian Navy ship crated as “Hawker Hurricane parts”. Admiral Harry DeWolf was for years both a member and a supporter of the Gatineau Gliding Club, attending for example the club’s 40th Anniversary celebration.

Admiral Harry DeWolf

Slingsby Kirby Kadet at Carp, 1946

Air Cadet winch at Carp, 1945

Essex roadster at Carp, 1946

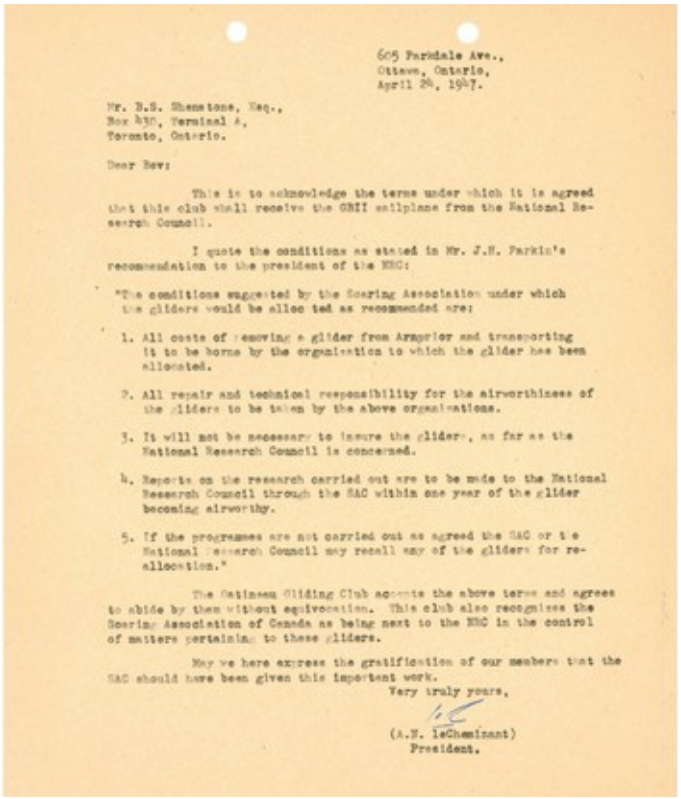
In 1946, the Gatineau Gliding Club acquired a Pratt-Read LNE-1 CF-ZAA (serial № 31521), the 1st glider civilly registered in Canada, and eventually joined by Pratt Reads CF-ZAN (serial № 31561) and CF-ZCC (serial № 31506). It is interesting to note that CF-ZCC was 1 of 2 Pratt Read prototypes, hence designated XLNE-1.

Perry, (unknown), Smallwood & Harley, 1947

A.O. Boudreault & E. Booth in Pratt-Read, 1949

CF-ZAA in Netherlands Collection

In 1947, Admiral Harry DeWolf would help deliver 3 Grunau Baby IIb gliders to NRC. After briefly evaluating the Grunau Babys, NRC "loaned" the gliders indefinitely to Queen's University, University of British Colombia and the Gatineau Gliding Club, CF-ZBH (serial № 1533). In 1951, the club would acquire Grunau Baby CF-ZCB (serial № ?*)* then in 1953 Grunau Baby CF-ZBD (serial № ?). CF-ZCB flew with the GGC until 1954, CF-ZBD until 1959 and CF-ZBH until 1962.



605 Parkdale Ave.,
Ottawa, Ontario,
April 28, 1947.

Mr. B.S. Shenstone, Esq.,
Box 430, Terminal A,
Toronto, Ontario.

Dear Sir:

This is to acknowledge the terms under which it is agreed that this club shall receive the GNII sailplane from the National Research Council.

I quote the conditions as stated in Mr. J.H. Parkin's recommendation to the president of the NRC:

"The conditions suggested by the Soaring Association under which the gliders would be allocated as recommended are:

1. All costs of removing a glider from Armprior and transporting it to be borne by the organization to which the glider has been allocated.
2. All repair and technical responsibility for the airworthiness of the gliders to be taken by the above organizations.
3. It will not be necessary to insure the gliders, as far as the National Research Council is concerned.
4. Reports on the research carried out are to be made to the National Research Council through the SAC within one year of the glider becoming airworthy.
5. If the programmes are not carried out as agreed the SAC or the National Research Council may recall any of the gliders for re-allocation."

The Gatineau Gliding Club accepts the above terms and agrees to abide by them without equivocation. This club also recognizes the Soaring Association of Canada as being next to the NRC in the control of matters pertaining to these gliders.

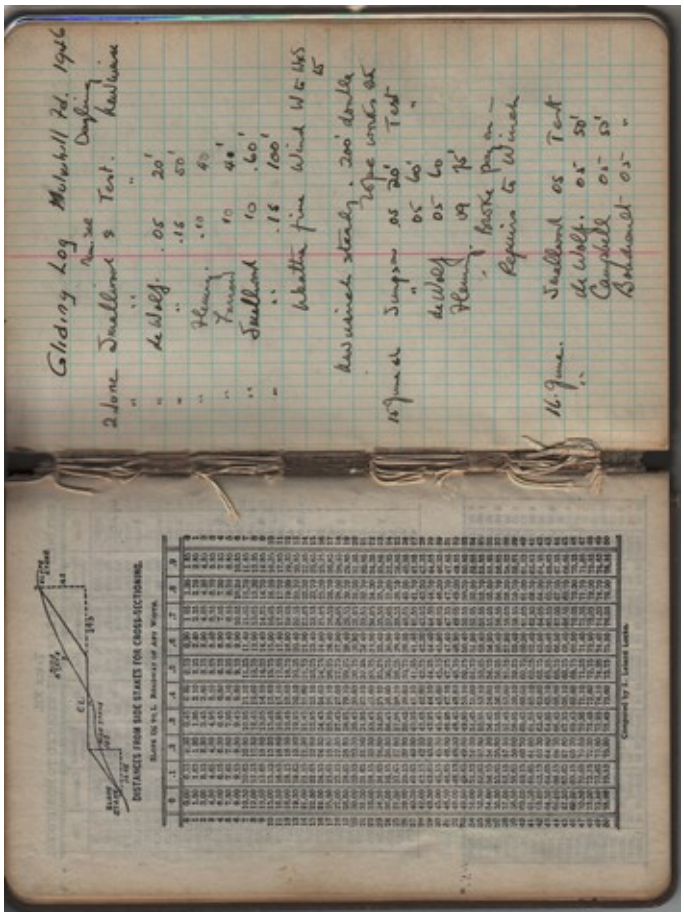
May we here express the gratification of our members that the SAC should have been given this important work.

Very truly yours,

(A.N. LeCheminant)
President.

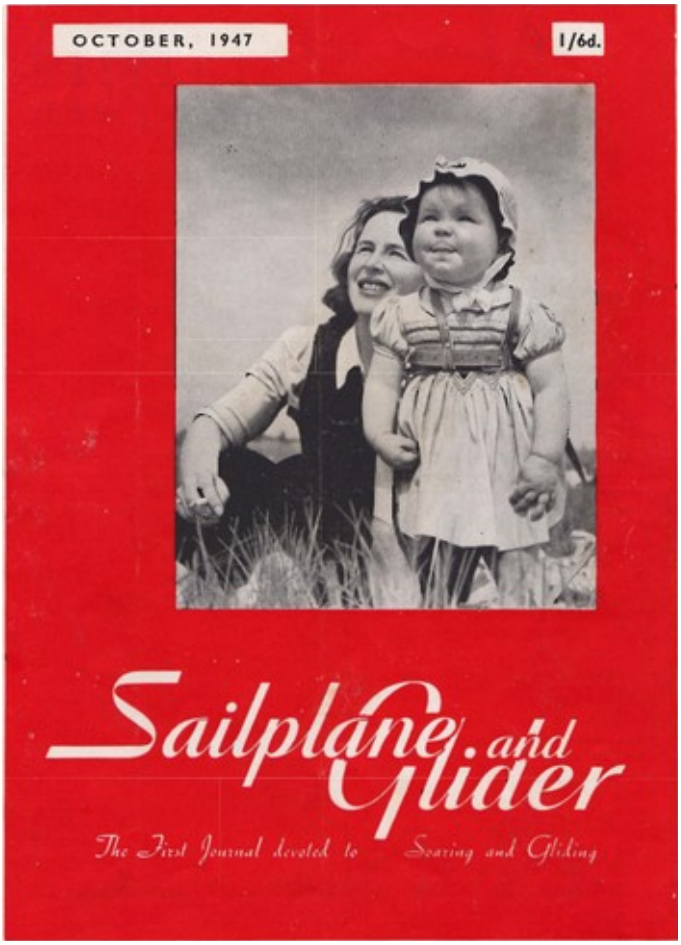
Terms for using NRC Grunau Baby, 1947

The club would fully leave Mulvihill at the end of 1947. That year appears to be the last year the Slingsby nacelle Dagling flew with the Gatineau Gliding Club according to the club's flight log. For 1946 and 1947, club flights were noted down in a small engineering note book "gifted" by NRC.



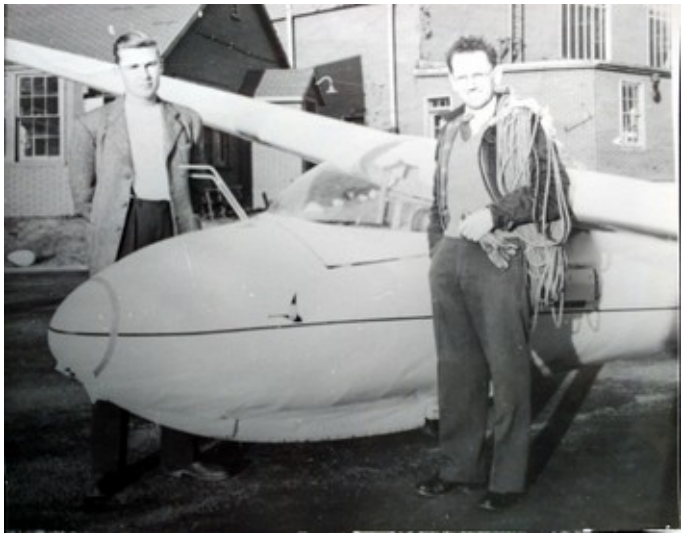
Gatineau Gliding Club flight log, 1946-7

Gatineau Gliding Club member Kay Taylor (Mrs Cooper) and her daughter Diane were featured on the cover of the British *Sailplane & Glider* magazine in October 1947.



Kay & Diane Taylor, S&G October 1947

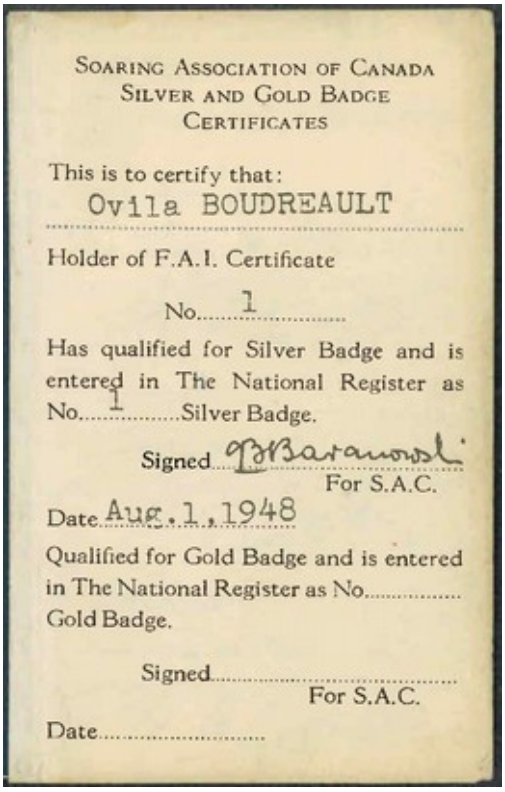
Fall 1947 saw the arrival of the Olympia glider, CF-ZAZ (serial № 0025). The Olympia had been in the United States, flown by British pilots in American contest as BGA 534. On Friday, October 10, 1947 Arthur Le Cheminant landed the Olympia at Ottawa Uplands to clear customs, having been towed by an Ottawa Flying Club Tiger Moth flown by Ken Martin. Col. L.A. "Chip" Smallwood, Gatineau Gliding Club chief instructor, was at the airport to meet Arthur Le Cheminant. The arrival of the Olympia was sufficiently exciting to warrant a newspaper article.



Unknown, Le Cheminant & Olympia at Carp, 1947

№ 1 Canadian FAI Silver 'C' was achieved by Ovila Boudreault of the Gatineau Gliding Club in 1948. The climb requirement was met on May 2nd with a climb to 7600 feet above Carp in the Grunau Baby. The distance requirement was met on July 2nd with a 2 hour 20 minute 46 mile flight in the Grunau Baby from Carp to Pendleton. The duration requirement was met on August 1st with a 5 hour 30 minute flight over the Gatineau hills from Mulvihill, again in the Grunau Baby. Ovila was plagued with violent airsickness throughout the flight, a persistent issue throughout his soaring life.

Ovila Boudreault and Grunau Baby IIb, 1948 after his 5 hour Silver 'C' flight at Mulvihill



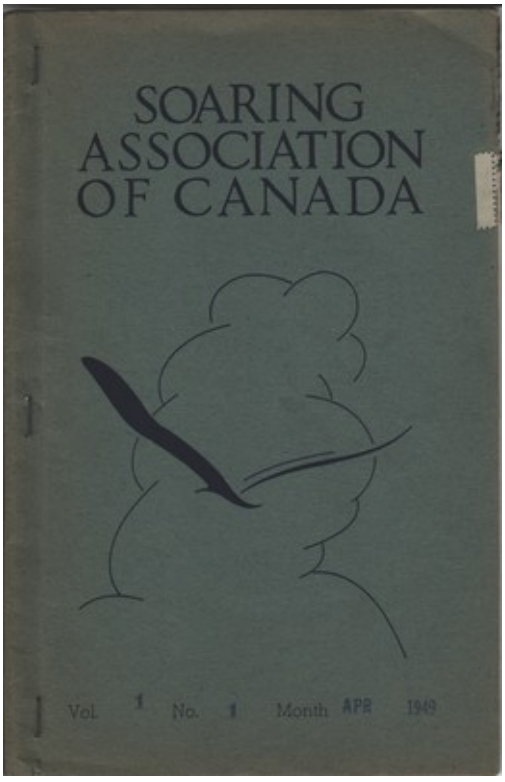
SOARING ASSOCIATION OF CANADA
SILVER AND GOLD BADGE
CERTIFICATES

This is to certify that:
Ovila BOUDREAULT
Holder of F.A.I. Certificate
No. 1
Has qualified for Silver Badge and is entered in The National Register as No. 1 Silver Badge.
Signed [signature] For S.A.C.
Date Aug. 1, 1948
Qualified for Gold Badge and is entered in The National Register as No.....
Gold Badge.
Signed..... For S.A.C.
Date.....

A.O. Boudreault's FAI Silver 'C' badge

The Gatineau Gliding Club holds the distinction of having achieved the 1st five Canadian FAI Silver 'C's: Ovila Boudreault #1, Barrie Jeffery #2, John Dure #3, Herbert Henshaw #4 and William Curran #5.

The Soaring Association of Canada introduced the *Bulletin* in April 1949 which replaced the organization's newsletter. The *Bulletin* would be renamed *Free Flight Bulletin* in 1950 and continues to be published to this day as *free flight* magazine.



SAC Bulletin Vol. 1 No. 1, April 1949

1949 the purchase of the club's first tow-plane, DeHavilland DH-82 Tiger Moth CF-EMT (serial № C1781) with Tiger Moths CF-FEN (serial № C1767) and CF-EIX (serial № C1124) joining later. Years later CF-FEN was substantially damaged following an engine failure shortly after takeoff from Pendleton's runway 35. The pilot, Barney Pepper fortunately only suffered a broken nose.

Elvie L. Smith & Tiger Moth CF-EMT, 1953

Tiger Moth CF-FEN over St-Eugene, c. 1950s

Tiger Moth CF-EIX at Pendleton, c. 1960s

CF-EMT in Borden Military Museum

On September 15th, 1949, Gatineau Gliding Club member John Dure set a Canadian endurance record, flying 8 hours 4 minutes in the club's Grunau Baby IIb during a gliding meet at Arnprior, Ontario.

J. Dure & Grunau Baby CF-ZBH, August 1949

Among the Gatineau Gliding Club's early women pilots were Helen (Mrs) Simpson, Kay Taylor (Mrs Cooper), Elizabeth Booth (Mrs Fleming (widowed) then Mrs Campbell), Leonor Patterson, Helen Tulloch, Nadine Harley (Mrs Smallwood) and Lorna Bray (Mrs de Blicquy).

Nadine Harley, who was awarded the British Empire Medal for her service in the RCAF, sat on the club's Board of Directors in 1949, was secretary of SAC and climbing the Grunau Baby to 6,000 feet that year, a noteworthy feat for the day.

Power/glider pilot Nadine Harley at Carp, 1947

Lorna de Blicquy started to fly at the age of 14, took up skydiving at the age of 16 and became a glider, helicopter and power pilot. She flew professionally in the High Arctic, Ethiopia and New Zealand among others, was Canada's 1st female pilot civil aviation examiner and was a member of the Order of Canada.

Lorna de Blicquy flying a DHC Beaver, 1967

1950 to 1959 – Pendleton Airfield

In 1950, the Gatineau Gliding Club moved from Carp aerodrome to Pendleton aerodrome. The club could no longer bear the hangerage and aerodrome fees at Carp aerodrome.

Pendleton from Pratt Read, c. 1950s

Essex roadster at Pendleton, c. 1950s

Note that while Pendleton aerodrome became home to the Gatineau Gliding Club in 1950, St-Eugene aerodrome became home to the Montréal Soaring Council from 1949 until 1954.

St-Eugene aerodrome, 1943

Brother Hormidas Gamelin and his Buckingham Gliding Club had been operating intermittently from Pendleton aerodrome since 1948. Throughout the 1950s, in addition to the Buckingham Gliding Club, the Gatineau Gliding Club shared Pendleton aerodrome at times with the Canadian Army, Royal Canadian Air Force and the National Film Board. Two metal Quonset buildings were built to store the NFB's flammable films. From 1950 to 1961, Gatineau Gliding Club members were only permitted on the aerodrome during the day so members would frequently camp overnight in sand dunes next to the aerodrome, now the Nation golf club.

Brother H. Gamelin & A.O. Boudreault

Quonset buildings at Pendleton, c. 1950s

In the summer of 1950, the National Film Board of Canada made a short newsreel titled *Students Learn Lessons in the Sky*. The newsreel's description reads: "High school students at Buckingham, Québec, put their study of aerodynamics into practice as they pilot gliders at the [Pendleton] airfield.". The newsreel is part of NFB *Eye Witness № 23*.

Stills from "Students Learn Lessons in the Sky"

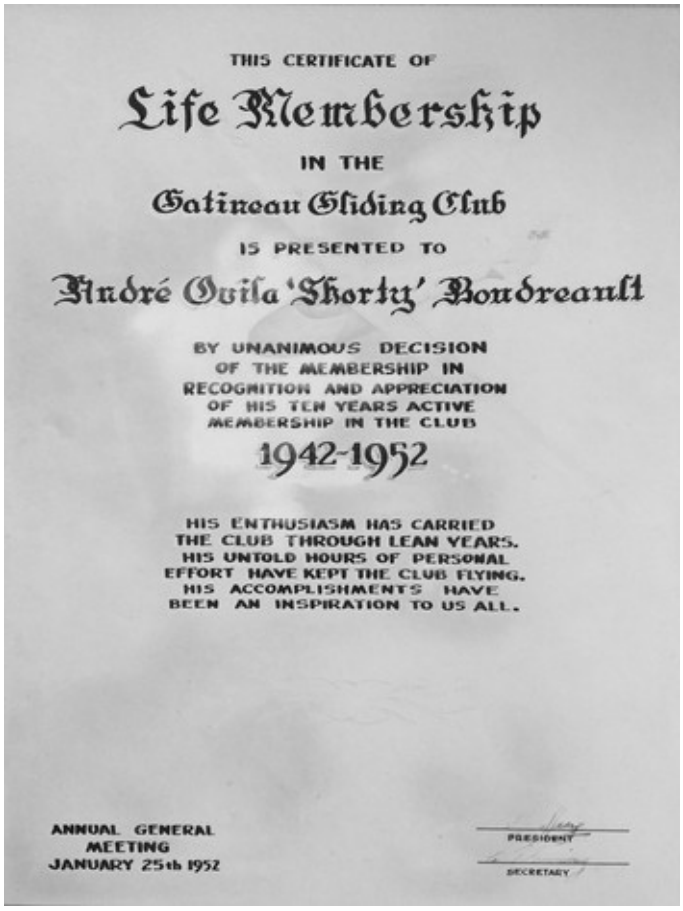
By the winter of 1950-1, the Gatineau Gliding Club was winter flying from Beamish Lake (Lac Montagne), situated in the middle of what is now the Hollow Glen sector of Chelsea. Both the Pratt Read and the Olympia were fitted with skis and towed by the Tiger Moth also fitted with skis. Although Beamish lake provide a 4,000 foot runway, most of the lake was required when the snow was wet and heavy. The club's gliders could often be seen ridge soaring over Beamish Hill ski center.

E. Wimberley & A.O. Boudreault, c. 1950s

Pratt Read CF-ZAA at Beamish Lake, c. 1950s

Beamish Hill ski center, 1953

In 1952, Ovila Boudreault was made a life member of the Gatineau Gliding Club in acknowledgement of his contribution among others as both Chief Flying Instructor and Chief Ground Engineer.



THIS CERTIFICATE OF

Life Membership

IN THE

Gatineau Gliding Club

IS PRESENTED TO

André Ovila 'Thorty' Boudreault

BY UNANIMOUS DECISION
OF THE MEMBERSHIP IN
RECOGNITION AND APPRECIATION
OF HIS TEN YEARS ACTIVE
MEMBERSHIP IN THE CLUB

1942-1952

HIS ENTHUSIASM HAS CARRIED
THE CLUB THROUGH LEAN YEARS.
HIS UNTOLD HOURS OF PERSONAL
EFFORT HAVE KEPT THE CLUB FLYING.
HIS ACCOMPLISHMENTS HAVE
BEEN AN INSPIRATION TO US ALL.

ANNUAL GENERAL
MEETING
JANUARY 25th 1952

PRESIDENT

SECRETARY

A.O. Boudreault's life membership, 1952

In 1952, the club provided two of the four 1st Canadian pilots to attend the World Gliding Championships in Spain, Ovila Boudreault and Barrie Jeffery. Their road trip from London to Madrid and back in a dilapidated London taxi was an adventure in itself, as was the team meeting famous German test pilot Hanna Reitsch and equally famous British glider pilot Ann Welch (born Edmonds).

Canadian team car, 1952

Roadside lunch on route to Madrid, 1952

The team photograph shows (standing left to right) Phillip Wills, Frank Brames, Barrie Jeffery, Joseph Piercy, (kneeling left to right) Peter Shaw, Albert Pow, Ovila Boudreault, Blodwen Thomas and Frank Woodward.

Canadian Team & DFS Kranich 2 EC-EON, 1952

Hanna Reitsch at pilot briefing, 1952

Ann Welch (2nd from r) at pilot briefing, 1952

During an airshow at Carp, Ontario on September 7th, 1952, the Gatineau Gliding Club participated in a triple tow. Buckingham Gliding Club provided a Schweizer 2-22 flown by Donald Melliship while Gatineau Gliding Club provided an Olympia flown by William Curran and a Grunau Baby flown by Arthur Le Cheminant. Russ Bradley towed the 3 gliders with his Stearman. Following release, William Curran flew an aerobatic display and landed among a shower of paratroopers who had arrived early.

Stearman towing Grunau Baby, Schweizer 2-22 and Olympia, 1952

André Chadourne started towing at the Gatineau Gliding Club in 1953. 64 years later, André's son Jean-Marc is still towing at the club.

André Chadourne & Tiger Moth, 1953

In the June, 1953 issue of *Free Flight* Bulletin, the Soaring Association of Canada membership list was published. Gatineau Gliding Club members numbered a mere 13! - A.O. "Shorty" Boudreault, W.T. "Bill" Curran, J. "Johnny" Dure, J. & E. "Betty" Fleming, C.H. "Herb" Henshaw, C.B. Jeffery, A.N. "Chem" Le Cheminant, M. Miller, P. "Pete" Shaw, L.A. "Chip" & N. Smallwood and E.L. Smith.

A flat-top Laister-Kauffman LK-10A CF-ZBF (serial № 150) glider joined the club's fleet in 1955 having been extensively rebuilt by members in the preceding years.

Flat top LK-10A CF-ZBF, c. 1955

№ 1 Canadian FAI Gold 'C' was achieved by Barrie Jeffery of the Gatineau Gliding Club in 1955. Achieving the 1st Canadian FAI Gold 'C' was an objective set by club president Elvie Smith thus the membership rallied behind Barrie. The 5 hour requirement was met on August 13th, 1949 with a 5 hour 20 minute 88 mile flight from Carp, Ontario to Coteau Landing, Québec in the Grunau Baby. The climb requirement was met on July 7th, 1951 with a climb in the Olympia to 14,400 feet above Pendleton – most of it in a towering cumulus. The distance requirement was met on July 26th, 1955 with a 6 hour 13 minute 196 mile flight from Carp, Ontario to Windsor Mills, Québec in the Olympia.

Tiger Moth & Olympia at Pendleton, c. 1950s

During the 1950s, Fleet 16B Finch II CF-DAF (serial № 298) was based at Pendleton aerodrome. Although

privately owned, the Gatineau Gliding Club used it as a tow plane. CF-DAF appears for example in long time member and tow pilot Elvie Smith's logbook in September 1956.

Fleet 16B Finch II CF-DAF, October 4, 1949

1956 saw Montréal Soaring Council, MSC operating from Pendleton aerodrome for that season. In early 1955, MSC's had been out-bid for the purchase of St-Eugene aerodrome. So MSC had operated from a field near Granby, Québec for the 1955 season. Following the 1956 season at Pendleton aerodrome, MSC moved in the spring of 1957 to Hawkesbury, Ontario where they continue to operate to this day.

Elvie & Moy Smith & SGS 1-19 CF-ZBE, 1956

In about 1957, the Gatineau Gliding Club built Schweizer 1-26 CF-ZDD (serial *№* 073) in Norman Tucker's basement. Although 1-26s could be built from a factory kit, they were certified gliders. On March 7th, 1961, the club purchased 1-26 CF-ZDP (serial *№* 004) which was originally N3866A.

Schweizer 1-26 CF-ZDP near Pendleton, 1973

During the 1957 Canadian National Gliding Championships at Brantford, Paul Schweizer had the unexpected visit of 6 Canadian pilots. On August 4th, (left to right below) Charles Bond / Schweizer 1-26, Gordon Oates / Slingsby Skylark 3, Elvie Smith (Gatineau Gliding club) / Arsenal Air 100, Jack Ames / Schweizer 1-23, Frank Brame / Schweizer 1-23D and Wolf Mix / Laister-Kauffman LK-10A flew their gliders from Brantford, Ontario to Elmira, New York, a distance of over 300 km. Paul Schweizer graciously hosted the pilots and their retrieve crews, putting on a barbeque and providing sleeping accommodations. Those flights resulted in 4 FAI Gold 'C's and 5 FAI Diamond 'C's.

Canadian pilots at Elmira, August 1957

The French Arsenal Air 100 glider CF-ZCV (serial № 001) flown at the Brantford Nationals had been owned the famous Dr. August Raspet of Mississippi State University, *Soaring* magazine dedicating the entire August 1960 issue to him. On February 2nd, 1958 the Air 100 would be sold to Alexander Woinowski-Krieger of the Club de Vol à Voile de Québec where it remained for 55 years!

Arsenal Air 100 CF-ZCV at Brantford, 1957
(in Musée L'Espace Air Passion, Marcé, France)

In the late 1950s, the Gatineau Gliding Club started renting the EFTS № 10 civilian manager's house to use as a club house. The house and adjoining barn had originally been built for Gerald Moes and his family but was sold to Benjamin Cummings after the war. Benjamin Cummings had been a control tower operator at EFTS № 10 and was a successful Montréal businessman. The club stopped renting the house by the mid 1960s. In 1969 the house became the Smith family cottage and remains so to this day.

Moes family house, c. winter 1942-3

Smith family cottage, 2017

1959 saw experimental BKB-1 flying wing CF-ZDK-X test flown briefly at Pendleton by David Marsden of National Research Council. The BKB-1 had been designed by Stefan Brochocki, an aeronautical engineer at Canadair Ltd. The BKB-1 was soon moved to Montréal Soaring Council as the designer lived in Montréal, so Hawkesbury was closer.

D. Marsden in BKB-1 CF-ZDK-X, fall 1959

That same year, David Marsden flew the 1st FAI Diamond 'C' 300 km from Pendleton, flying the club's Olympia CF-ZAZ.

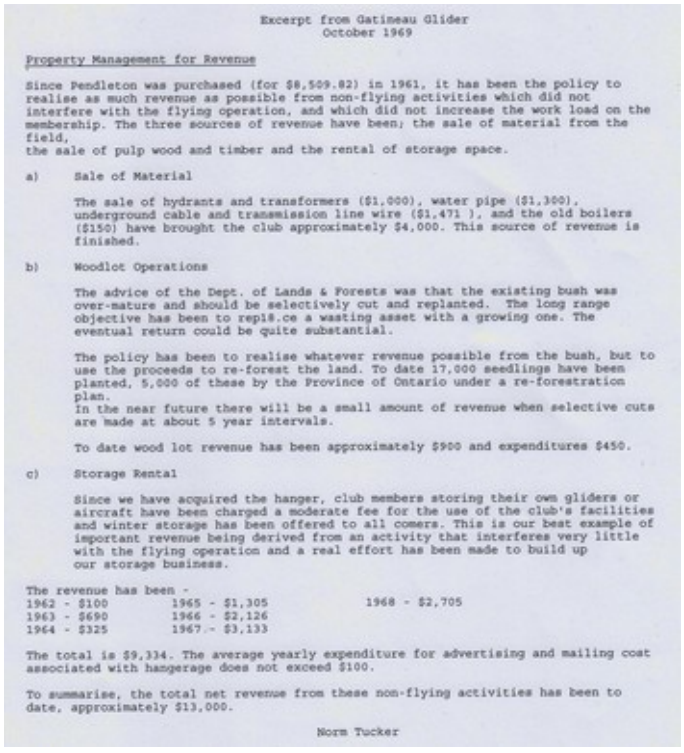
The Gatineau Gliding Club's fleet in 1960, as reported in a newspaper article, consisted of 2 *DeHavilland* Tiger Moths, 2 *Pratt-Read* LNE-1s, 1 *EoN* Olympia, 1 *Laister-Kauffman* LK-10A, 1 *Schneider* Grunau Baby IIb and 1 *Schweizer* 1-26. From then on, the club would largely settle on a fleet of 2 tow-planes, 3 two-seat sailplanes and 3 single-seat sailplanes.

1961 to 2017 – “Our” Pendleton Airfield

In 1961 the efforts of Dr. N.B. “Norm” Tucker, a RCAF Beaufighter night fighter pilot and NRC high-speed aerodynamicist, and others on the Pendleton Committee resulted in the club purchasing Pendleton aerodrome, the smaller of the two hangars and the paint shop building for the princely sum of $8,509[82]. Arthur Le Cheminant, at the time Soaring Association of Canada president, and John Chesbrough, club president, both also played a role. The new Pendleton Management Committee, comprised of Edward Leanen, Peter Nicholls, Norman Tucker and Eric Wimberley undertook the task of “mining” Pendleton aerodrome, selling items such as fire hydrants and transformers ($1,000), drainage pipes ($1,300), underground cables and transmission wires ($1,471) and old boiler ($150). In the hopes of future revenue from periodic tree harvesting, 17,000 seedlings were planted. In 1962, selling winter storage to non-members began. By 1969, the club had earned roughly $13,000, covering the purchase of Pendleton aerodrome and providing funds to repair the hangar roof.

Bristol Beaufighter night interceptor

Brother H. Gamelin & N. Tucker, c. 1950s



Excerpt from Gatineau Glider
October 1969

Property Management for Revenue

Since Pendleton was purchased (for $8,509.82) in 1961, it has been the policy to realise as much revenue as possible from non-flying activities which did not interfere with the flying operation, and which did not increase the work load on the membership. The three sources of revenue have been; the sale of material from the field,
the sale of pulp wood and timber and the rental of storage space.

a) Sale of Material

The sale of hydrants and transformers ($1,000), water pipe ($1,300), underground cable and transmission line wire ($1,471), and the old boilers ($150) have brought the club approximately $4,000. This source of revenue is finished.

b) Woodlot Operations

The advice of the Dept. of Lands & Forests was that the existing bush was over-mature and should be selectively cut and replanted. The long range objective has been to replace a wasting asset with a growing one. The eventual return could be quite substantial.

The policy has been to realise whatever revenue possible from the bush, but to use the proceeds to re-forest the land. To date 17,000 seedlings have been planted, 5,000 of these by the Province of Ontario under a re-forestration plan.
In the near future there will be a small amount of revenue when selective cuts are made at about 5 year intervals.

To date wood lot revenue has been approximately $900 and expenditures $450.

c) Storage Rental

Since we have acquired the hanger, club members storing their own gliders or aircraft have been charged a moderate fee for the use of the club's facilities and winter storage has been offered to all comers. This is our best example of important revenue being derived from an activity that interferes very little with the flying operation and a real effort has been made to build up our storage business.

The revenue has been -
1962 - $100 1965 - $1,305 1968 - $2,705
1963 - $690 1966 - $2,126
1964 - $325 1967 - $3,133

The total is $9,334. The average yearly expenditure for advertising and mailing cost associated with hangerage does not exceed $100.

To summarise, the total net revenue from these non-flying activities has been to date, approximately $13,000.

Norm Tucker

Financial statement, October1969

It is interesting to note that the town of St-Isidore, Ontario purchased the larger hangar and uses it to this day as its municipal arena.

Olympia CF-ZAZ & large hangar, c. 1961

Mr Dupont, a local farmer, helped the Pendleton Management Committee by providing farm machinery for digging up drainage pipes or pulling out underground cables. For decades that followed Mr Dupont rented the aerodrome's cultivable land and grew potatoes.

Mr Willey who had been a Pendleton security guard for Crown Assets and lived by the cemetery was hired by the Gatineau Gliding Club to patrol the aerodrome daily. The club went so far as to provide Mr. Willey with a snowmobile for his winter patrols.

A Schweizer 2-22C, CF-OYP (serial № 95) arrived in 1962 and remained with the club until about 1970. The club was beginning to replace its world war 2 vintage trainers, namely the Pratt Read LNE-1s and the Laister-Kauffman LK-10A.

Olympia CF-ZAZ & Schweizer 2-22 CF-OYP

In 1962, some club members made the arduous trip to the Canadian National Gliding Championships in Regina. Arduous because a large portion of the trans-Canada highway was a gravel road. Below are (left to right) Ovila Boudreault, Eric Wimberley, Stanislas "Stan" Bieniada and Eugene "Gene" Lauzon.

GGC members at Regina, 1962

Maurice Boudreault, Ovila Boudreault's beloved younger brother took his life in the fall of 1962, an event that had a profound impact on Ovila and left deep sadness throughout the club.

Maurice Boudreault & Olympia CF-ZAZ, c. 1950s

1963-4 saw one of the Gatineau Gliding Club's most powerful guests, 2,500 hp Hawker Sea Fury CF-OYF owned by D.B. Baird. The Sea Fury was at Pendleton from the fall of 1963 to the spring of 1964, leaving permanently on May 7th, 1964. Eric Wimberley remembered fondly assisting Brian Baird operate the Sea Fury from Pendleton, especially the sound of the Bristol Centaurus and its large 5 blade Rotol propeller. This aircraft eventually became Reno air racer 232 "September Fury" and 114 "Argonaut".

Sea Fury next to runway 13-31, fall 1963

GATINEAU GLIDING CLUB

GGC logo, c. 1964

1964 saw the arrival of DeHavilland Canada DHC-1 Chipmunk, CF-RRI (serial № 163-201) owned by Ovila Boudreault, Geoffrey Crain, Elvie Smith, Norman Tucker and Eric Wimberley. Eventually John Soulsby replaced Geoffrey Crain. CF-RRI was at Pendleton for 33 years and could often be seen early in the morning, high above Pendleton aerodrome, flying aerobatics. CF-RRI proudly displayed the Soaring Association of Canada's crest on its fuselage and wings.

Chipmunk CF-RRI as originally purchased, 1964

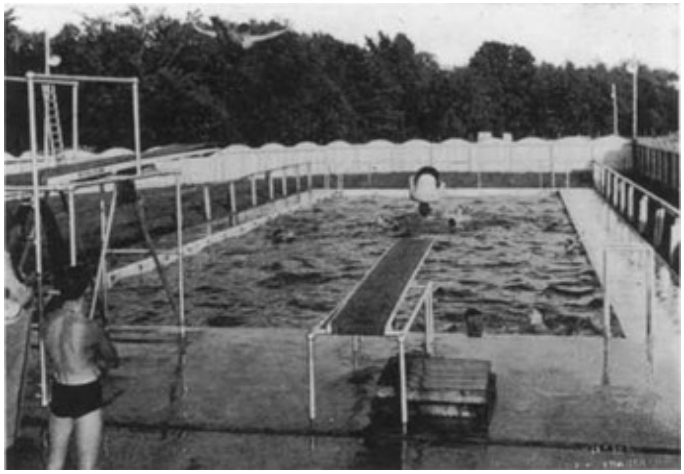
DHC-1 Chipmunk CF-RRI re-painted

A Champion Challenger towplane, CF-OGW arrived in 1964 but the club continued to operated one Tiger Moth for a few years more.

Paul, Ronald & Elvie Smith & CF-OGW, 1966

The pool built for № 10 Elementary Flight Training School in 1942 was re-activated in 1964 by Arland

Benn. The Gatineau Gliding Club officially opened the pool in August 1964.



№ 10 EFTS swimming pool, c. 1943

In the fall of 1964, a group of members headed to St-Jovite, Québec in search of wave, presumably off Mont-Tremblant, but were thwarted by persistent rain and low clouds. A more successful group, among them them Ovila Boudreault, John Chesbrough, Edward Leanen and Eric Wimberley headed off to Sugarbush, Vermont where some of them achieved FAI Gold 'C' climbs. For 20+ years, Sugarbush became the Gatineau Gliding Club's fall destination.

Skylark 4 CF-OZH at Sugarbush, 1964

Laurentian Air Services stored 2 large Grumman Goose flying boats at Pendleton for the winter of 1964-5. In the 1980s, a local aerial applicator, Roy Wendover (Wendover airfield), overwintered 2 Grumman Ag Cats at Pendleton.

Laurentian's Goose CF-BXR at Ottawa, 1966

1965 saw the Gatineau Gliding Club host its first Canadian National Soaring Championships, the club hosting six more Nationals since.

In 1966, some club members once again made the arduous trip to the Nationals in Regina, much of the trans-Canada highway still a gravel road. Below are John Firth, David Parsey, Charles Yeates, Elvie Smith, Stanislas Bieniada, Norman Tucker and Ovila Boudreault. That year's winner, Wolf Mix, was sadly killed in a freak landing accident at 1972 World Gliding Championships in Yugoslavia. On short final to an off-airfield landing, Wolf Mix collided with a truck.

Competitors at the Regina Nationals, 1966

The Soaring Association of Canada held its 1st Instructor School at the Gatineau Gliding Club from June 10th to 17th, 1967. Club members Stanislas Bieniada, Leo Schober, John Soulsby, Hans Hogenboom and Larry Rowan attended.

FIRST S.A.C. INSTRUCTORS' SCHOOL - JUNE 10-17/67 - PENDLETON, ONTARIO

Those attending - from left to right:

Stan Bieniada (GGC)
Ivan Nadas (IND)
Leo Schober (GGC)
Klaus Stachow (CNGC)
Alex Grenville (TSC)
Frank Cole (GGC now RGC)
Wynne Thomas (SOSA)
John Soulsby (GGC - Tow Pilot
Walter Piercy (GGC now RGC)
Hans Hogenboom (GGC)

Missing - taking picture:
Larry Rowan (GGC)

SAC's 1st Instructor School, Pendleton, June 1967

In about 1968, the last Tiger Moth was retired and replaced with Bellanca Citabria CF-XQI (serial № 168). CF-XQI would years later be sold to Rideau Valley Soaring.

A new Schweizer 2-33A, CF-YLJ (serial № 95) arrived in 1969 and remained with the club until about 1977. CF-YLJ would be joined for a time by Schweizer 2-33A CF-ABE (serial № 155).

In either 1969 or 1970 arrived a new Schleicher ASK-13, CF-AKH (serial № 13211) which operated with the club for decades. CF-AKH was eventually joined by Schleicher ASK-13 CF-BQN (serial № 13024) which operates with the club to this day.

The 1st FAI Diamond 'C' 500 km triangle in Canada was flown from Pendleton by John Firth in his Schreder HP-11A CF-RNN (serial № 014), the flight taking place May 23rd, 1969. This was also the 1st Diamond 'C' 500 km flown from Pendleton.

J. Firth's HP-11A CF-RNN, now N91BL

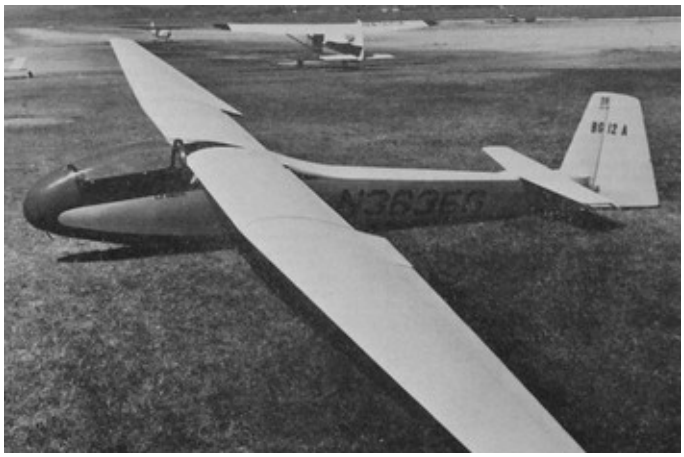
A Club House, designed by David "Dave" Parsey, was built in 1969 and a serviced camp site was in place for the 1971 Nationals.

Club House - flat roof & no screen porch, c. 1970s (J.M. Chadourne, R. Soulsby & R. Smith)

Norman Tucker, who spearheaded the purchase of Pendleton aerodrome, was killed in 1969 during a freak head-on collision involving his car and a runaway trailer. Two of his children were traveling with him, Leslie and Gregory, and they survived the accident. Norman's older adopted son, Richard Officer, became years later Chief Flying Instructor of the Gatineau Gliding Club.

Norman Tucker & HP-14 CF-WHZ, 1968

1971 saw the club's only fatal accident, a spin from about 3,000 feet of a Briegleb BG-12. On Monday, May 24th, an Royal Canadian Mounted Police DeHavilland Canada DHC-3 Otter landed at Pendleton to report that a glider had spun past them and impacted the ground about a mile southeast of the aerodrome. Member Arthur Le Cheminant, being a Department of Transport accident investigator, asked Eric Wimberley to join him at the crash scene with his Slingsby Skylark 4 trailer. After Arthur Le Cheminant had studied the scene, the wreckage was loaded into Eric Wimberley's glider trailer and Eric delivered the wreckage to Uplands for further study. The pilot, 54 year old David Hewitt, an electronics technician at NRC, was about 1 hour into a FAI Silver 'C' 5 hour flight. The cause of the accident was never determined but the most credible explanation was that David Hewitt had suffered a medical problem.



US example of the Briegleb BG-12

1971 also saw the Smith-Lambie "Hang Loose" start flying at Pendleton. Originally designed by Jack Lambie as a hang glider, Elvie Smith modified it to have a seat, flight controls, a ski and be towed by a car. Ronald Smith soloed the "Hang loose" when 13 years old but was outdone by David Smith who soloed at age 9. The Lambie "Hang Loose" is often credited with launching the hang-gliding movement.

Ronald (1st solo) & Elvie Smith, 1971

Ronald Smith flying Hang Loose, 2017

Arguably one of the strangest retrieves occurred during the 1972 World Gliding Championships in Yugoslavia. Gatineau Gliding Club member John Firth accidentally landed his Slingsby Kestrel 19 in authoritarian Romania and was met by the military, militia, border patrol, police and poor peasants. Christine Firth wrote a wonderful account titled *the Romanian retrieve* in the 1978/3 issue of *Free Flight* magazine.

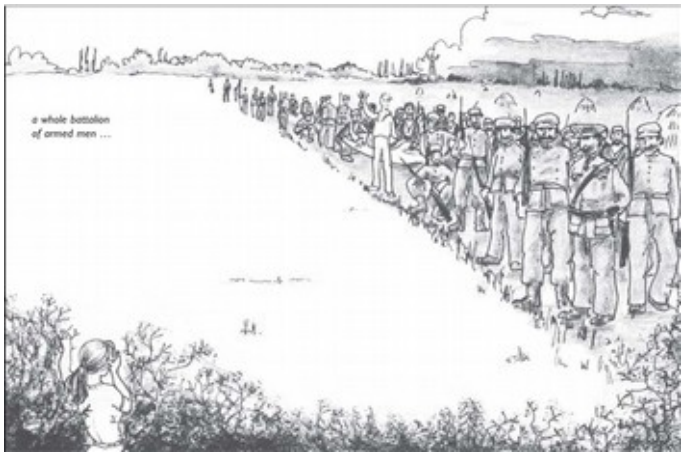


Illustration from the Romanian retrieve

About 1972 or 1973, Jack Parkinson pioneered the annual lobster roast. Jack owned a Mooney M20, a fast 4-seat aircraft. The morning of the lobster roast Jack would fly to the Maritimes to pick-up fresh lobsters. Eventually Jack left the club and the annual lobster roast ceased. In the late 1980s Robert "Bob" Mercer re-started the annual lobster roast which remains an annual event to this day.

1972 was one of the years Michael "Mike" Potter flew at the Gatineau Gliding Club, flying among others the SZD-28 Foka he owned with Keith Ogilvie. Michael Potter would go on to found and fund the Vintage Wings of Canada museum at Gatineau airport, Québec.

R. Wiesh, R. Bourdeau & M. Potter in Foka, 1972

1973 was the year the Gatineau Gliding Club bought a new LET L-13 Blanik, CF-GPH (serial № 025512) which flew with the club for over 30+ years. Eventually all L-13 Blaniks worldwide were grounded due to an intractable structural issue.

In the summer of 1974, long time member Elvie Smith was holidaying at Pendleton when he was urgently required in Montréal by his employer Pratt & Whitney Canada. Company chief pilot Lloyd Hubbard offered to pick-up Elvie at Pendleton in the corporation's Cessna Citation CF-CPW (serial № 002). Lloyd was an ex-leader of the Royal Canadian Air Force Golden Hawks aerobatic team and enjoyed a challenge. And so it came to be that a jet aircraft landed and took-off from Pendleton's 2,550 foot runway 26.

Lloyd Hubbard (center), Golden Hawks' leader

PWC Cessna Citation CF-CPW, c. 1972

In 1975, Arthur Le Cheminant finished the construction, started in 1948, of a rare 1947 Czerwiński-Shenstone Harbinger glider in the Carpenter Shop at Pendleton. Harbinger C-FZCS was first flown in ground effect behind Elvie Smith's car. After 26 hours over 32 flights, the Harbinger was gifted to Canadian Aviation and Space Museum collection in Ottawa, Ontario in 1976.

A.N. Le Cheminant & Harbinger C-FZCS, 1975

Harbinger from Chipmunk chase-plane, 1975

About 1975 saw the appearance of Evans VP-1 Volksplane C-GUPY, built by long time member James “Jim” Laing. GUPY would be flown over 1,000 hours during the course of many years before being gifted to Canadian Aviation and Space Museum collection in Ottawa, Ontario. James Lang was such a frequent visitor to the Ottawa international airport that the controllers had instituted a “Gupy One” departure .. where James flew by the control tower !

James Laing in VP-1 C-GUPY, c. 1975

Early 1976 saw Gatineau Gliding Club member Maurice “Moe” Aubut and his Ka-6 C-FOLO be the 1st to land at not yet opened Mirabel International airport, just North of Montréal, Québec. You can read a 4 page account of Moe’s adventure in the 1977 November/December issue of Free Flight magazine.

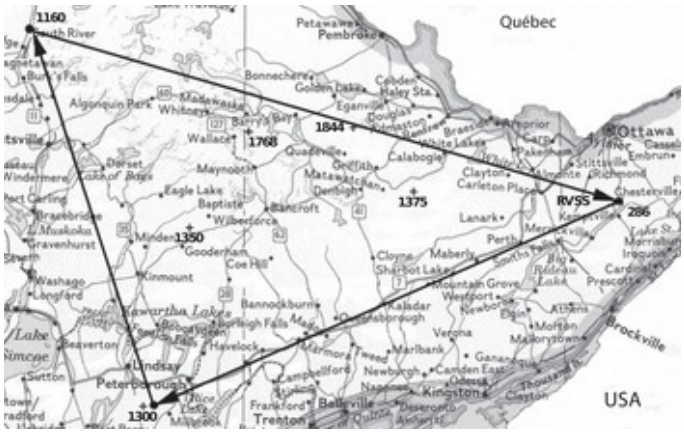
August 1976 saw 4 club members achieve their FAI Gold ‘C’ distance together, flying Pendleton-Gananoque-Pendleton for 302 km. The pilots / gliders involved (left to right below) were Hans König / Libelle (proudly holding up barograph), Thomas “Tom” Milc / Phoebus, Douglas “Doug” Tetu / Skylark 3 and Maurice Aubut / DG-100.

FAI Gold ‘C’ pilots celebrating, 1976

In 1976, Gatineau Gliding Club members Glen Lockhart, Larry Rowan and Leslie Staples left to found Rideau Valley Soaring at Kars, Ontario, about 20 miles south of Ottawa. Rideau Valley Soaring started off with a Citabria and a Schweizer 2-33 to which were soon added a L-13 Blanik and a

Schweizer 1-26D. Gatineau Gliding Club member John Firth also moved to Rideau Valley Soaring. The following year, 1977, John Firth earned Canadian FAI 750 km Diploma № 1, flying a triangle over the Algonquin Park out of Kars in his Slingsby Kestrel 19 “JF”.

John Firth & Kestrel 19 “JF”, c. 1977



John Firth’s 750 km course

Two brand new tow planes arrived in 1977-8, Bellanca Citabria C-GQIL (serial № 989 77) in 1977 and C-GQIH (serial № 979 77) in 1978. Half the cost of both aircraft was covered by the Ontario government lottery Wintario. The lottery had a mandate to help non-profits. C-GQIL was eventually replaced with Piper Pawnee C-GDYI but C-GQIH remains with the club to this day.

Bellanca Citabria C-GQIL

1982 saw Gatineau Gliding Club member Ulli Werneburg win his 1st of 8 Canadian National Gliding Championships in the 15 meter class. Ulli’s subsequent wins were in 1985, 1986, 1988, 1991, 1993, 1995 and 2000.

U. Werneburg in ASW-20 “MZ”, 1982

1982 also saw the Gatineau Gliding Club celebrate its 40th Anniversary. Among the many people attending were trailblazer members (left to right below) Admiral Harry DeWolf, Eric Wimberley, Ovila Boudreault, Brother Hormidas Gamelin, Teresa “Terry” Tucker and Arthur Le Cheminant. Terry Tucker was for decades SAC secretary and her late husband Norman Tucker spearheaded the purchase of Pendleton aerodrome.

Trailblazers at the 40th Anniversary, 1982

The 1st high performance two-seat glider at the Gatineau Gliding Club was John Firth's Preiss RHJ-8, CF-AJS (serial № 001) which was at the club in the mid-1980s. Being privately owned, the RHJ-8 was not a training glider.

Preiss RHJ-8 CF-AJS

A Fournier RJ-5 was the 1st motor-glider at the Gatineau Gliding Club. Owned by John Perquet, CF-POU was at Pendleton in the mid-1980s. When John moved to Vancouver, he and Theodore "Ted" Froelich flew the RJ-5 across Canada. A few years later, Alexander "Alex" Fulton and Leonard "Len" Gelfand purchased a PIK-20E II, C-FIGW.

John Perquet's Fournier RJ-5 CF-POU

In 1990, the Gatineau Gliding Club built a 2nd hangar, a 75 by 90 feet steel building, long time member Guy Lacasse overseeing the construction. Over the years, Guy Lacasse undertook numerous infrastructure projects around the club, among them lifting the "Carpenter Shop" to replace floor beams and adding a peak roof and screened porch to the club house.

Long time member Glen Lockhart single-handed extended the grass portions of runways 13, 26 and 31 moving an astounding amount of earth with the club's tractor. Glen had been a keen competition pilot, built 2 Schreider HP-14s in the mid-1960s, C-FWHZ (serial № 12) and C-FWZT (serial № 28), and pioneered what was to become the club's longstanding MayFly friendly competition.

Extended grass threshold of runway 31

Lockhart built HP-14 CF-WHZ .. going fast !

Canadian astronauts Julie Payette, Michael McKay and Dafydd "Dave" Williams learned to fly sailplanes at the Gatineau Gliding Club during the summer of 1992. Michael McKay remained a member of the club for many years and Julie Payette became the Canadian Governor General in 2017.

"From AKH to Endeavour", 1992

In 1995 George Moffat, World Gliding Champion in 1970 and 1974, and his Ventus B "XX" flew at Pendleton in the Canadian National Soaring Championship. George Moffat wrote one of the seminal soaring books in 1975, "Winning on the Wind", re-issued as "Winning II" in 2005.

George Moffat's book "Winning on the Wind"

In August of 2007, US president George W. Bush was attending a meeting at Montebello, Québec. The Gatineau Gliding Club agreed to allow Marine Helicopter Squadron One to store the back-up presidential helicopter in the Boudreault (large) hangar for about a week .. in exchange for a tidy fee. And so it came that a US presidential Sikorsky Sea King helicopter operated from Pendleton aerodrome.

US presidential Sikorsky Sea King "Marine One"

2009 saw Pendleton's smallest aircraft, David Smith's Colomban MC-15 Cricri C-FPTJ, the Cricri being the world's smallest twin engine aircraft. Powered by 2 x 15 hp engines, it had an empty

weight of 185 pounds yet was approved for aerobatics.

David Smith in MC-15 C-FPTJ, 2010

One of the club's major asset, the Boudreault (large) hangar underwent extensive maintenance between 2009 and 2016. In the winter of 2007-8, a roof truss broke leading to significant maintenance of all the roof trusses in 2009 and the addition of heated roof drains. In 2010 the main roof was re-covered and the lean-to roof re-covered in 2011. Finally in 2016, new windows were installed.

2015 saw the arrival of the 1st electric sailplane at the Gatineau Gliding Club, Dominique "Nick" Bonniere's 21 meter LAK-17B-FES "ST". Dominique was at various times a World Gliding Championships competitor, a National Soaring Championships winner and a national soaring record holder.

D. Bonniere & LAK-17B-FES "ST", 2016

Looking Back

Over the years, the Gatineau Gliding Club has been home to a great variety of sometimes unusual aircraft .. 93+ different types !

Sailplanes (61): *Aviastroitel* AC-4 Russia, *Bölkow* Phoebus, *Breguet* Br 905 Fauvette, *Briegleb* BG-12, *Brochocki* BKB-1, *Czerwiński-Shenstone* Harbinger, *Eiri-Avion* PIK-20, PIK-20E, *EoN* Olympia, *Fauvel* AV.36, *Fournier* RJ-5, *Glaser-Dirks* DG-100, DG-202, DG-300, *Glasflügel* 304, Libelle, ..

Phoebus CF-VNE & A.O. Boudreault

Fauvel AV.36 CF-HRF & Leo Smith

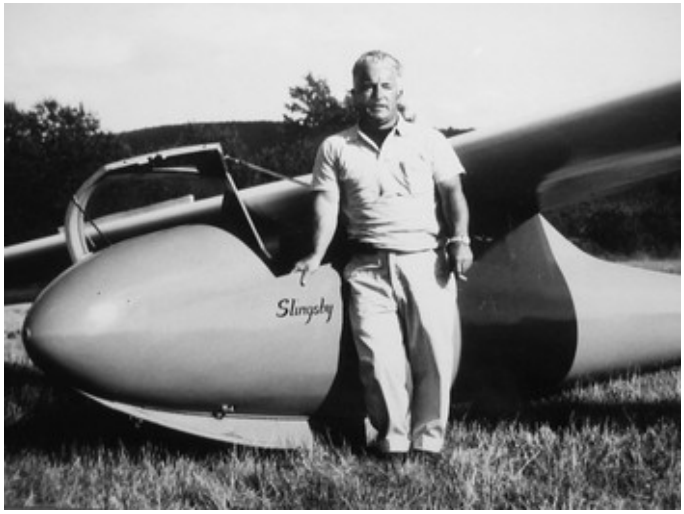
.. *Grob* G102 Astir, G103 Twin Astir, *Laister-Kauffman* LK-10A, *LET* L-13 Blanik, L-23 Super Blanik, L-33 Solo, *Miller* Tern, *Oberlerchner* Mg 23 Musger, *Pilatus* B-4, *Pratt Read* LNE-1, *Preiss* RHJ-8, *PZL* SZD-24 Foka, *PZL Bielsko* SZD-30 Pirat, SZD-48 Jantar, SZD-50 Puchacz, SZD-51 Junior, SZD-55 Nexus, *Scheibe* L-Spatz, *Schempp-Hirth* Austria, Discus B, ..

LET L-33 Solo C-GIER

Miller Tern C-GWKW & W.K. Weichert

.. *Schleicher* ASK-13, ASW-20, ASW-24, Ka-6, Ka-7, *Schneider* Grunau Baby IIb, *Schreder* HP-11, HP-14, HP-14T, RS-15, *Schweizer* 1-19, 1-26, 1-35, 1-36, 2-22, 2-33, *Slingsby* Dagling, Kirby Kadet, Kestrel 19, Skylark 3, Skylark 4, *Sportine Aviacija* Genesis, LAK-12 Lietuva, LAK-17B, LAK-17B-FES

LAK-12 Lietuva C-GLDF & Citabria C-GQIH



Skylark 3 CF-ZDJ & A.O. Boudreault

Tow aircraft (6): *Bellanca* Citabria 7GCAA & 7GCBC, *Champion Aircraft* 7GCB Challenger, *DeHavilland* DH-82 Tiger Moth, *Fleet* 16B Finch II, *Piper* PA-25-235 Pawnee

Piper Pawnee C-GDYI, 2013

Aerobatic aircraft (8): *Bellanca* Citabria 7ECA, *Colomban* MC-15 Cricri, *DeHavilland Canada* DHC-1 Chipmunk, *Pitts* S1 Special, *Rihn* DR-107 One Design, *Smith* DSA-1 Miniplane, *Steen* Skybolt, *Yakovlev* Yak-55M

Rihn DR-107 C-FLIK over Pendleton, 2011

General Aviation aircraft (7): *Aeronca* 7AC Champion, *Beechcraft* Model 23 Sundowner, *Bellanca* Cruisair Senior, *Cessna* 172 Skyhawk, (amphibious) 180 Skywagon, *Luscombe* Model 8 Silvaire, *Stinson* 108-3 Voyager

Bellanca Cruisair CF-CFW in 1950s and 2010s

Homebuilt aircraft (5): *Evans* VP-1 Volksplane, *Pazmany* PL-2, Sonex, *Vans* RV-6, *Zenair Z*enith CH-200

Vans RV-6, W. Weichert & L. Fasken, 2010

Military aircraft (1): *Hawker* Sea Fury

Ultra-light aircraft (5): *American Aerolights* Falcon, *Mitchell* Wing B-10, *Quad City* Challenger, *Smith-Lambie* Hang Loose, *Smith-Soulsby* BC-1

Smith-Soulsby BC-1 replica Sopwith Camel, 1988

Through the years, various members commuted to-from Pendleton aerodrome in their own aircraft.

Pendleton commuter aircraft (11): *Beechcraft* A36 Bonanza, Baron 58, *Cessna* 180 Skywagon, *Gruman American* AA-5 Traveler, *Lake* LA-4-200 Buccaneer, *Mooney* M20, *Pipistrel* Sinus, *Ryan* Navion B, *Stinson* 108-3 Voyager, *Wittman* W-8 & W-10 Tailwind.

Ryan Navion C-GELS, Pendleton

While this documents identifies some individuals, countless members and non-members have contributed over the decades in innumerable ways to making the Gatineau Gliding Club what it is today.

From the idle daydreams of a few hiking engineers back in the 1940s, the Gatineau Gliding Club has flourished into an organization that owns a 360+ acre world war two aerodrome with a large 1942 hangar and a second modern hangar, a club house, a serviced camp ground, a large in-ground pool and a fleet of 2

tow-planes and 6 sailplanes ranging from a vintage ASK-13 to a modern ASW-24.

Martin Lacasse in club's ASW-24 "M7"

Amazing what the collective gestures of hundreds of passionate individuals over a 75 year period can add up to !

Pendleton aerodrome in the 21st century

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