

# THE CANADIAN SCENE

## *First of a Series on Northern Activity*

By DOUGLAS A. SHENSTONE

LATE Summer and Fall was a busy time for members of the Soaring Association of Canada.

Over the Labor Day week-end the Gatineau Gliding Club of Ottawa played host at Carp Airfield to members of the Queens U. Gliding Club of Kingston and the McGill U. Club of Montreal. Ken McGurk, Secretary of the Montreal Gliding and Soaring Club, captured the duration prize with a flight of 32 minutes in the Gatineau Club's Grunau Baby. Don MacClement of Kingston took top honors for altitude with a flight of 3800 feet. Actually he remained up for an hour and ten minutes, but was satisfied with the altitude prize. Shorty Boudreau of the Gatineau Club won the spot landing contest by landing within five feet of the spot. This was simply a get-together, although unofficially sponsored by the S.A.C.

The Toronto Gliding Club put on some very successful exhibitions of aerobatics and normal gliding over the waterfront at the Canadian National Exhibition on August 30th and September 1st. The Island Airport located on the natural breakwater protecting Toronto Bay was the base of operations. Releases took place directly over the Exhibition grounds in plain view of the large crowds. Les Baronowski, Don Holman, Jack Ames and Bill Cottnam all took part.

Earlier in the week Don Holman and Les Baronowski had recorded an interview on gliding which was broadcast over CBL on the Exhibition program.

On September 6th the Ontario County Flying Club of Oshawa invited the Toronto Gliding Club to put on a contest of their own, for which a barograph was offered as prize. It was decided to make it a cross-country contest and a Laister-Kauffman, a Schweizer 2-22 and a Sparrow were taken to Oshawa. Unfortunately the contest had to be cancelled due to tow-plane difficulties and bad weather, but several demonstrations of aerobatics were substituted.

The prize, however, remains at Oshawa and is still open to any glider club which normally operates as a club throughout the gliding season; it will stand until a club glider, flown by a member, lands in Oshawa from a 35-mile cross-country flight from point of release. Failing that, it will be offered at the next Oshawa Air Show at which gliders are present and at which a suitable contest is arranged.

As an interesting aftermath of the Oshawa show, on the return trip to Toronto, Jack Ames clicked on the altitude leg of his Silver "C", releasing from a Tiger Moth at 1000 feet and landing on a highway two and a quarter hours later. His barograph registered maximum gain after release as 3740 feet.

The Hawkesbury Air Show in mid-August, put on

by the Flying Club Association in connection with the Webster Trophy, gave gliding enthusiasts another chance to "strut their stuff." The Gatineau Club was invited to put on an exhibition and arrived by tow-plane with their Pratt-Read, CF ZAA — the first glider registered in Canada. A. N. Lecheminant took Bill Atwater as passenger during the 60-mile tow to Hawkesbury and turned the sailplane over to Jack Fleming on arrival. Fleming took the machine up alone and put on a show of aerobatics for an estimated 3500 spectators. After that Lecheminant took up the P.A. System commentator for a spin. They towed back to Ottawa the same day.

A long drawn negotiation between the British owners of one of the demonstrator Olympia EONs in the United States and the Gatineau Club has finally been completed. It took a Privy Council Order, tantamount to an Act of Parliament in Canada, to permit the entry of the machine to Canada without the 30% duty on all U.S. goods. The Foreign Exchange Board, the Bank of England, the Canadian Department of National Revenue, the British Embassy at Washington, and the U.S. Department of Customs and Excise, all figured prominently in the deal, which culminated at Watertown, N.Y., when the U.S. Inspector of Customs took the Canadian glider enthusiasts to lunch before wishing them and their Olympia good-speed into Canadian territory.

The R.C.N. Flight at Dartmouth, N.S., all members of the S.A.C., are operating their Schweizer TG-3A at Greenwood RCAF Airport, N.S., under the watchful eye of Lieut. Cmdr. Alford. We should hear much from these boys in the future.

University of British Columbia representatives recently arrived at Ottawa to take delivery of the fourth Grunau Baby from the National Research Council. They have towed it the 3000 miles to Vancouver in a trailer of their own manufacture.

This is the last of the German gliders which the NRC has loaned to gliding clubs for experimental purposes, the other three being in possession of the Gatineau Club, Queen's University Club, and McGill University Club. Unfortunately this last one is in bad condition, but repairable, and the particular tests which the UBC boys will give it are not presently known. They will be busy for some time in getting it air worthy.

Negotiations which the S.A.C. has been carrying on for some time with Carp Municipality for use of the buildings at the Carp Airfield near Ottawa are bearing fruit. It is hoped that soon the S.A.C. will make permanent headquarters there, with hangar space and living quarters as well as an office.