

of course, we are all shooting for those National and International Records. In the past three years we have flown a total of 2023 flights with a total of 186 hours being logged, all in club equipment.

In conjunction with the San Diego Jr. Chamber of Commerce, the club has held two highly successful annual soaring contests on the Torrey Pines field. Our recent contest held this past February was filmed by Fox Movietone News Reels and the broad coverage of these movies in American theatres has given a terrific boost to the cause of gliding. Television news reels were also here. The local effects of these meets has resulted in untold interest in the sport. We have over twenty-five new members, a direct result of our contests and many more have turned to buying or building their own craft as the interest grows due to our regular news releases, flying activity and the real honest-to-gosh interest on the part of every member of our club.

Our club President, Harry Parker, assisted by Vice-President Charles Rowen, takes care to see that the club is not harnessed with any "Parasites." We ask a down payment on initiation fee from each prospective member to show his or her earnestness, and then we ask them to come out and fly and generally become active. We can thus screen applicants for flying ability and also, a very important item in any club, we watch them work. Any slackers will be shown up before he is a full-fledged member and too, a new member has the right to enough experience to see for himself if he wants to be a club member.



Three San Diego lovelies are told about gliders by Charles Rowen, Vice-Pres. of the Assoc. Glider Clubs of So. Calif. The ship is a club Schweizer TG-2.

The Associated Glider Clubs of So. Calif. has the best kind of leadership because we have every detail broken down into committee work which gives very excellent results. The job assignments come from the President and any new talent is given a chance to function, even if it means the forming of special committees just to use all the help.

Our monthly publication, WIND AND WINGS, is being circulated over the entire West and in this way we not only let our activity be known but we get back some swell publications from other clubs in return.

It is an established fact that an ideal way to learn gliding is to join or form a club. Expenses are thus kept at a minimum and the fun at a maximum. Soaring flight offers the greatest range of flying activity in aviation and, with the thousands of our youth thirsting for the thrill of flight, it is only natural that gliding is destined to become increasingly popular.

CANADIAN SCENE

By DOUGLAS A. SHENSTONE

GLIDING in Canada started out with a bang as soon as the summer really opened up. The Gatineau Gliding Club, out every week-end since the beginning of May, chalked up a fine record on Sunday, May 2nd, when Ovila "Shorty" Boudreault was towed up to 2,000 feet by a Tiger Moth, released in a lift area and went up from there to 7,000 feet. He remained up for an hour and a half in the Grunau. This tops Jack Ames' BAIC Trophy win of last year by some 1,200 feet, but the season is not yet over and great things are expected throughout the country. "Shorty" complained of the cold and airsickness; had it not been for these drawbacks he says he would still be up there.

Congratulations are due Albert Pow of London, Ont., member of the Gliding Division of the London Aero Club, who hit the jackpot—but unfortunately without a barograph—on May 17th, when, in a Laister-Kauffman he was towed to some 1,800 feet and rose to 11,200 feet before icing forced him down. He remained aloft three hours and thirty-one minutes. Pow's flight certainly does things to previous Canadian records and it is hoped he won't forget his barograph next time. His flight has been fairly well publicized across Canada and it is now up to members to get a move on and give him some competition. Even though unofficial, it was a fine performance.

A touch of human interest entered the field of gliding recently when, at 5:30 on the evening of May 20th, there was unwonted activity in MacNamara's vacant field on the Silver Creek Road some three miles outside of Buckingham, Que. Black-robed celibates of the Christian Brotherhood clustered about a bright yellow machine which, to the accompaniment of hammering and twisting of bolts gradually took shape as a glider.

Half an hour later 50 cars lined the country road and a crowd of 500 people jammed a corner of the field. Brother Hormisdas, tall and bespectacled science master at St. Michael's High School in Buckingham announced first in English, then in French:

"Flight Lieutenant Lecheminant will make a test flight."

The crowd fell silent as, two hundred yards down the grassy track bisecting the field, a jeep moved forward, tightening the tow-line attached to the glider's nose.

A flag was waved, the jeep put on speed and the glider, a Schweizer 1-19, sprang to life, skittering over the grass like a scared rabbit. At 20 yards its nose pointed skyward and it rose, kite-like, over the field. At 500 feet the tow-line was released and fell to earth. The glider, sharply silhouetted against the sky made a sweeping circuit of the field, nosed gracefully downward and rolled to a stop before the cheering onlookers.

Stepping from the light craft F/L A. N. Lecheminant, Secretary of the Soaring Association of Canada and President of the Gatineau Gliding Club of Carp, pronounced his verdict:

"Perfect! No bad habits; everything's just right. She flies like a bird!"

To Brother Hormisdas, this moment of triumph was long awaited. Since 1932, when as a teacher at Assumption College in Plattsburg he had been catapulted from a hill-top in a makeshift glider, he had dreamed of bringing the thrill of motorless flight to the pupils and residents of this small (pop. 4500) village in the Quebec hills.

A year ago he approached the S. A. C. with his proposal to buy a glider. But there were difficulties. No gliders
(Continued on page 16)

THE 15TH NATIONAL

(Continued from page 5)

or less so that these communities can have a better chance of making both ends meet, even with a small "gate." There are many avenues of approach. An obvious one is to reduce the number of contestants in the National Contest by some means of rating or elimination. This would greatly reduce the operating expenses and still retain the glamour, big names and top flight competition that make a National event desirable. Actually, from an operational safety standpoint, it would be ideal to have just top pilots competing and a professional show for the gate with local pilots to fill in. Another way of reducing the costs would be to reduce the prize fund requirements. This is a very unpopular suggestion, but with the danger that we may find it difficult to find a sponsor, isn't it time that we seriously consider this? Most European Soaring Contests have little prize money.

We are ready to admit that there was room for improvement in the operating of the 15th National and we have many definite ideas on how finances can be bettered next time. These facts are being taken into account in the evaluation of the 15th National Soaring Contest that is now being carried out by the Elmira Area Soaring Corporation and the Association of Commerce and the people of the Elmira area. It is a matter of balancing the costs against the benefits. In any case, Elmira has a kindly feeling toward gliding and the National Soaring Contests, and it is proud of the part that it has played in the soaring movement's growth, and will keep fighting to continue to be known as the Soaring Capital of the U. S. A.

Summing up, the 15th National was another step ahead for the SSA and soaring in this country and it justifies itself by the excellent record made and the boost that it gives gliding and soaring in this country. It again highlights the very gratifying team spirit and generous help of the many individuals working behind the scenes that help in making the meet a success, and that augurs well for soaring in the U. S. A. To all, sincere thanks, and may the next one be even better.

AIRFOIL FLAP

(Continued from page 7)

located aft and below the trailing edge, starting at the fuselage and extending to the aileron root. The flap chord is six inches and length six feet. The pivot point on the flap is one tenth of the flap chord below the flap datum line and .24 of the flap chord behind the flap leading edge. The hinge axis in relation to the wing proper is .03 wing chord aft of the wing trailing edge and .054 wing chord below the wing datum line. The flap setting is controlled in flight.

Tests so far on this flap installation have shown the following results: Stall speed of 35 mph at 30 degree

flap settings. Spiral flight can be maintained at 40 mph. Stall characteristics are very good, even with the flap set at minus 3 degrees, indicating controlled boundary layer from the slot action.

Accurate sink tests have not been made up to this time but observations of the pilot indicate minimum sink occurs with a 10 degree setting.

An additional use of the flap which seems very promising is for glide path control. It is mounted so that any flap angle from a minus 3 degrees to a plus 60 degrees may be used.

Several approaches with full flap have been made, and observations of the pilots who have done this are that it is the most satisfactory glide path control that they have ever had the opportunity to use. Possibly this is due to the flight speed decrease in place of the increase necessary when spoilers are used.

From a performance standpoint this type of flap will probably be inferior to a Fowler type properly installed and operated, however the Fowler incurs so many problems that few will probably ever be installed on sailplanes.

CANADIAN SCENE

(Continued from page 9)

were for sale in Canada; manufacturing was too costly. He travelled to Elmira. More difficulties arose with regard to customs duties.

However, at last, on March 20th, armed with clearance papers from the Canadian Department of National Revenue, he crossed into Canada towing the dismantled prototype of Schweizer Aircraft Corporation's SGU 1-19.

Gathering together enthusiastic fellow teachers and pupils, Brother Hormisdas took time between lectures and after school hours to re-assemble and recover the glider, working in a draughty, blocked-off corridor of the 50-year-old St. Michael's High School.

With the job completed in record time, he called on members of the Gatineau Gliding Club for a test flight. Besides F/L Lecheminant, Colonel L. A. Smallwood, chief instructor of the Club, and "Shorty" Boudreault also took part in the test.

The results were excellent, but to complete his work Brother Hormisdas will take instruction at Carp this summer to secure his certificates so he may himself instruct his pupils. Thus his long cherished dream has been realized and soon the air-conscious students of St. Michael's High School will take to the air under his tutelage.

But everything can't be perfect, so it is necessary to report in as few words as possible the recent grounding of the Gatineau Club's Olympia after only 16-odd flights this season. One wing and a portion of the fuselage were damaged by a pilot who tried to make an exhibition of a bank and turn when too near the ground. The harshest censure is not severe enough for this sort of careless flying, which does the greatest harm to gliding, apart from costing fellow club members money, and in this case, nearly all their summer's time in this sailplane. It must lie un-repaired for three months before space can be found in the crowded schedule of the repair shop.

PARADISE

After many months of waiting, Paradise Aviation Corporation of Phoenix, Arizona, has been approved by the V.A. to offer commercial (instructor) glider ratings under the G.I. Bill. It is believed that this is the only school west

of the Mississippi approved for such a course.

The Paradise Airport is a large all-way field without obstructions and is well suited for glider operations. Soaring conditions are excellent the year around.

In view of the many undeveloped commercial aspects of gliding, the really interested veteran should have little trouble getting approval to enroll in the commercial glider course. LOY CLINGMAN, 9438 N. San Clemente Drive, Phoenix, Arizona.