

CANADIAN SCENE

by DOUGLAS A. SHENSTONE

NO sooner had the season opened in Canada than a record fell. June 4th saw Frank Brame, gliding instructor at the Toronto Gliding Club, crack the Canadian distance record of 88 miles set by Barrie Jeffery of Ottawa last year in the Gatineau Club's GB. Brame soared the new Loudon, single-place ship, 118 miles from Oshawa Airport to Kingston in 5 hours 42 minutes.

This route is far from an easy one even under ideal conditions, as it skirts Lake Ontario all the way, an area of uncertain life and shifting conditions. Altitude variations on the flight were between 1700 and 5200 feet after original release at 2500 feet. The flight constituted the distance leg of his Silver "C" for Frank, the other legs having been earned last year. His is therefore the first Silver "C" of 1950 and the seventh in Canada. Others were made in an LK, GB, Pratt-Read and Olympia.

The Gliding Wing of Trenton RCAF Station also benefitted from Frank Brame's flight. Grounded for some time by lack of a tug, they were delighted to see Frank drop in on his way back to Oshawa and give them a number of lifts in their LK.

Considerable activity has taken place at Pendleton, some 40 miles from Ottawa, where the St. Michael's Club operates under Brother Hormisdas, and where the Gatineau Club's GB and Olympia were wintered. These two clubs are co operating in the operation of a tow plane and will continue to do so when the Gatineau people move back to Carp, their normal hunting grounds.

While the St. Michael Club's 2-22 and 1-19 and the Gatineau Club's two ship were still at Pendleton the National Film Board, producers of films of national interest, filmed a glider training sequence of some 500 feet. This will be incorporated, with two other sequences, and entitled "Eye Witness". Brother Hormisdas and his high school students were the central figures, with the Olympia and members of the Gatineau group taking part in the more advanced aspects of soaring.

Attempts are being made by the Tenardee Gliding Club of Calgary to secure a two-place ship with good performances. This is of particular interest as it is hoped to explore the well known meteorological phenomenon known as the Chinook, which appears in the Calgary area. It is considered by many to be a standing wave and good possibilities of unusual flight conditions present themselves.

Members of this Club, under the guidance of Norman Bruce built a Robin utility during the winter months, a design of W. Czerwinski. Many hops were made early in the spring and several "A" and "B" certificates earned. Bruce, whose experience as a glider pilot is probably the most extensive in Canada, has many good words to say of the Robin.

"During two tests," he says, "I found the glider was

AUSTRALIA

Fred Hoinville, president, reports that the Hinkler Soaring Club of Sydney, Australia, has started flying the recently acquired Schweizer TG3. They now hope to start a serious two-place training program including cloud flying. Hoinville's Tiger Moth furnishes the tows.

MAY—JUNE?

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balanced very evenly on the wheel. I found it most pleasing to fly, without the slightest tendency to porpoise. During the first flight, while still on tow at 700 feet I struck a violent gust that almost snapped off my head. Other gliders I've flown would certainly have taken the gust more viciously. At a gentle stall it recovered without tendency to drop a wing. It takes the climb on tow without vice and is gentle and responsive to turns. It hunts on fast tows but is not as vicious as the Cadet."

"I found," he concluded, "that sink was slightly better than the designer's specifications and feel we have a real machine in the Robin."

Bruce's experience is the first proper test of this machine, as far as the writer can ascertain.

An unusual feature of the Tenardee Club's activities is the use of two-way radio in training. Bruce finds it of the greatest value, particularly in a club where, for the moment at least, he is the only instructor in a group of some 30 enthusiastic members. Possibilities for its use other than in training have not as yet been explored.

Pacific Coast activities continue to improve and considerable co-operation has grown up between the Soaring Club of B. C. (formerly the Gulf Gliding Club) and the Pacific Northwest Soaring Association of Seattle. Due to collapse of the Thunderbird Gliding Club of U. B. C., their GB, which was damaged last fall has not been repaired, although drawings for its re-building have been offered by Ralph Wiseman of Rosetown, Sask.

Apropos of Mr. Wiseman, who has been building his GB for over three years, we recently learned that it is almost complete, ready for covering. This will be the first GB to be built in Canada from scratch and its test flights are looked forward to with great interest. There is really no telling what a craft of this quality may accomplish on the prairies. We may hear of something phenomenally good before long.

George Dunbar of Gull Gliding Club, Dartmouth, N. S. has completed arrangements for part ownership of a Pratt-Read and also expects to purchase a Moth. Some good flights should soon be reported from this area.

Queen's U. Gliding Club, due to the transient nature of its membership has not been as active this year as in previous years, when a large percentage of the students were ex-RCAF types and extremely interested in gliding. The club is however, active and owns two LKs and a GB in need of repair.