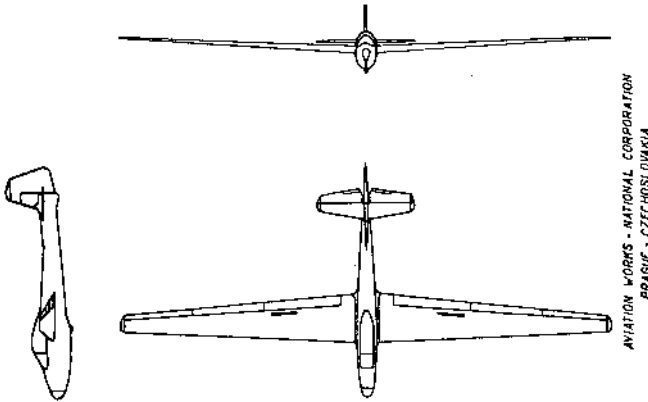


system of the latter being coupled with the control system of the ailerons in such a way that in landing the ailerons are deflected as landing flaps without loss of aileron-control.

The fuselage of oval cross section consists of stringers and frames covered by a diagonal plywood skin. The cockpit is placed in the forward part of the fuselage. The canopy, made of one piece of plexiglass, moves longitudinally on three rails and is opened by pushing backwards. Visibility is excellent.



The monospar stabilizer is in one piece and is attached to the fuselage at three points. It is adjustable on the ground. The fin is integral with the rear part of the fuselage and is covered with plywood, as is the stabilizer. The wooden elevator and rudder are covered with fabric and fitted with ball-bearings. The elevator is statically balanced and is equipped with a trimming tab controlled by the pilot.

The flight controls are conventional, with the control forces being transmitted to the control surfaces by rods, wires and cables. All moving parts run on ball bearings. Landing flaps and ailerons are lowered by means of a crank on the left side of the cockpit. A small lever mounted on the same axis controls the trim tab of the elevator. The dive brake lever is also on the left side of the cockpit. Unique for a European design, the ship sports a landing wheel.

Lunak Specifications:

Span	45.93 ft.
Length	21.8 ft.
Height	4.82 ft.
Wing area	140.08 ft.
Weight empty	429.9 lbs.
Weight loaded	650.45 lbs.
Wing loading	4.64 lbs. p. sq. ft.
Load factor	12.5
Gliding angle, 49.7 mph	1:24
Min. sink, 44.7 mph	2.78 ft. p. s.
Sink, 68.3 mph	5.4 ft. p. s.
Optimum speed	62, 1-74.5 mph
Landing speed	34. 1 mph
Max. diving speed	217.5 mph
Max. speed with dive brakes extended	155.3 mph
Max. speed with landing flaps down	74.5 mph
Max. towing speed	124.3 mph

CANADIAN SCENE

By DOUGLAS A. SHENSTONE

THE 1949 Canadian gliding season was a memorable one. New Canadian records for duration, distance and altitude—the latter both men's and women's—were established during its last two months, all from Carp airfield.

At Carp, Ont., a few miles outside of Ottawa, is the relatively new Gatineau Gliding Club, with some 15 to 20 members. Equipment includes a Grunau Baby, a Pratt-Read and Canada's only Olympia.

Distance: On August 13, C. B. Jeffery took up the GB, released from aero-tow and went east, paralleling the Ottawa River, then cut inland across the wide delta formed by the Ottawa and the St. Lawrence. In some 2½ hours he sighted the St. Lawrence and the dim bulk of Mount Royal rising in the heart of Montreal. Later, at 6:00 P. M., to quote the pilot's description, "I was sitting at 5000 ft., cruising peacefully along the shore of Lake St. Francis. A lake freighter, a light plane and a few skiffs were floating along below me, also enjoying, it seemed, the colors and warmth of the late afternoon." He touched down in a field after 5 hrs. 20 min. of free flight, having covered an official record distance of 88 miles, Carp, Ont. to Coteau Landing, Que.

Duration: On September 15 Johnnie Dure, due at Toronto University that night to start his last year in Engineering Physics, decided to go up just once more. Shortly before noon he released at 1500 ft. in the GB and headed for the range of hills across the Ottawa River, the famous Gatineau Hills, bristling with needle-pointed evergreens, slashed by giant crevices and the pin-points of clear, cold lakes. Here the air was alive with lift and, to quote him—"As I gained confidence and altitude I began to imitate the birds I saw soaring, and was soon wheeling around spots where the air shot up crevices, then, hovering with my nose into the wind, riding up several hundred feet in the jet of air."

After 6½ hours the strain began to tell although the lift was still constant and Dure was able to reach cloudbase almost at will. Finally when eight hours had passed—the mark he had set for himself—he left the hills and headed for his selected landing field. Even at this point, however, the GB had to be forced down. Dure established a fine record of 8 hours, 4 minutes of free flight.

Altitude: August 27 proved to be a day of records at Carp. Barrie Jeffery soared the Pratt-Read to 8900 feet with a gain of 7400 feet—a Canadian record, and Nadine Harley made a gain of 5700 feet in the GB, establishing the Canadian feminine record. On the same day Bill Curran made a gain of 7340 in the GB and Barrie Jeffery and Nadine Harley ventured into a thunderstorm in the Pratt-Read with results that were rather terrifying but fortunately not disastrous.

The Montreal Soaring Council advises that final repairs on the MU-13, a ship loaned in very bad condition by the National Research Council, are being completed by the Canadair Soaring Club under the guidance of Stefan Brochocki.