

# CANADIAN SCENE

By DOUGLAS A. SHENSTONE

**D**ESPITE the apparently determined efforts of Canadian glider pilots to prevent news of their activities from reaching this desk (at 480 Cooper Street, Apt. 4, Ottawa, Canada), a certain amount of information has seeped through the barriers.

Of course, bad news travels quickly and the crack-ing-up of Queen's University Gliding Club's Grunau Baby on July 18 marks the second blow to Canadian gliding this season.

The flight was made by W. T. Curran, launching by aero-tow from Norman Rogers' Airdrome, Kingston, and flying in an easterly direction some 25-30 miles to the vicinity of the village of Lansdowne, Ontario, where lift failed. This area on the St. Lawrence River is for the most part poor farmland with many rocky outcroppings, and the pilot had difficulty in finding a suitable landing field.

At about 200 feet he turned into the wind, was struck by a sudden squall, followed by a lull. The glider slid sideways to the ground from about 100 feet. The cockpit was demolished forward of the first bulkhead, the skid broken off, three feet of port wing-tip severed, and the port wing spar broken at the root. Happily, however, the pilot suffered no serious injury.

It is feared the accident may set this progressive club on its heels, as the possibility of repairing the damage to the craft seems remote for the immediate future.

On the same day, flying out of Oshawa Airport, the Toronto Gliding Club showed a brighter picture of activity when Ralph Anders broke the existing 46-mile Canadian cross-country record with a flight from Oshawa to Trenton in an LK, a distance of 69 miles. Maximum altitude on this flight was about 5000 feet. In addition he made a 5300 foot climb on August 3 last with a duration of over two hours, and is now hard at work on the 5-hour duration flight which, with his other successes, will qualify him for Silver "C." Both he and the club merit hearty congratulations.

Although Ralph Anders' success has taken the previous distance record of 46 miles away from "Shorty" Boudreault and the Gatineau Gliding Club, the indefatigable Shorty still holds the altitude gain record of 5600 feet made on May 2, this year. There is little doubt that Shorty will be shooting for 100 miles in the very near future, providing his delicate stomach can stand it.

Vancouver is figuring in the news these days, also. A letter from Mike Skubay of the Thunderbird Gliding Club (University of B. C.) tells of activity at Sumas airfield with Frank Woodward, Ray Gould and Barry Jeffery taking part. After overcoming local prejudices against gliding they were able to use a Cessna Crane for aero-tows.

The Falcon Gliding Club, with Don Cadenhead at the helm, has been recently formed in Vancouver and although little news of them is as yet available it is known the club has almost completed a BG 8, a high

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*E. J. Reeves*

**The Parkers, Ray the Challenger and Meryle his Crew Chief.**

## JOHN ROBINSON

Best Altitude \$50. 12,850 feet gained.

Fastest course speed on flight over 40 miles, Chance Vought model Pirate jet plane. Distance 84 miles, 2:11 hours, speed 39.81 mph. Longest goal flight, July 30, AVR-104 receiver distance 117 miles.

Longest distance flight, \$50. distance 209 miles.

## RAYMON PARKER

First Place, Aerobatics. \$50 value.

## RICHARD V. LYON

Longest two-place flight with passenger. \$100. Distance 77 miles.

First Place, Spot Landing. Table Radio. 3 1/8" from tack.

## RICHARD H. JOHNSON

Second Place, Aerobatics. \$25.

Second Place, Spot Landing. \$10. 4 3/4" from tack.

## WALLY WIBERG

Third Place, Aerobatics. \$10.

Third Place, Spot Landing. Records and Album. 6 3/8" from tack.

**OTHER AWARDS:** For pilots not qualifying for the \$1000 point award fund: Joe S. Irvine, Pioneer parachute; Eugart Yerian, Freize Barometer; E. J. Reeves, Turn and Bank; Bob Thomas, Rate of Climb; Fred N. Smith, Rate of Climb; Al Santilli, Rate of Climb.

Gasoline for the tow planes was furnished by the Magnolia Petroleum Co.

Sound trucks were furnished by the Gulf Refining Co.

# Polish Soaring Comes Back

By WITOLD C. STARZEWSKI

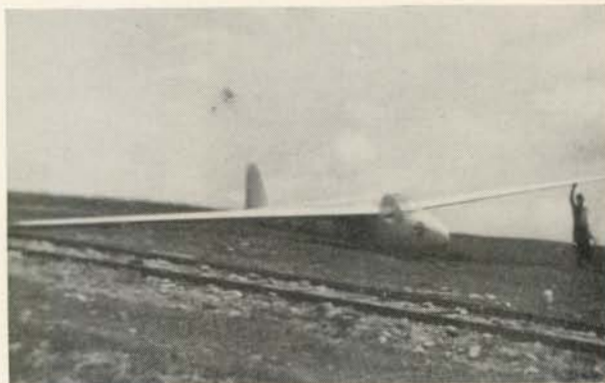
Instead of the 1,400 excellent gliders of our own design which we possessed before the war, we found in 1945 some 400 German craft, most of them heavily damaged, at our disposal. The necessary auxiliary equipment was, and still is, scarce and insufficient.

The designing of new types has been resumed by the State Soaring Institute at Bielsko. Its first prototype completed after the war was the "Sep" (the Vulture)—a new and bigger "Orlik." The "Sep" is a high performance sailplane fitted with trailing edge flaps. It was flown last year at Samedan and this year it took the first three places at Poland's National Contest.

Another type is the advanced trainer "Mucha" (the Fly), a very happy solution, with a gliding angle of 25, very light and agile.

The problem of an ideal primary glider seems to be solved by the "ABC." Its flight qualities well answer the requirements placed on this class. It has easily folded wings and a pliable wheel. It has been tested in tow and in aerobatics.

The rapid rebirth of our gliding sport is visible in the post-war achievements of our pilots. European climatic conditions must be remembered for the proper appreciation of the distances. Flying on a serious



The Polish "Mucha"

scale began only a year and a half ago. Two cross country flights of more than 360 Km. were made, with about ten others of 200 to 300 Km. These are the achievements of Ing. Puzej, Adam Zientek and some others.

The first post-war National Contest held in June was won by Adam Zientek before Kasprzyk, the well known Polish pilot, returned from abroad. Among the pilots trained ab initio after the war Jul. Bojanowski seems to justify the best hopes.

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performance two-place machine which should be heard from soon.

Winnipeg steps into the picture again with the R.C.A.F. Auxiliary Sqn., under the aegis of F/O Mel Hardy, operating out of the Winnipeg Airport. This group has taken over the SGU 119 formerly operated by the Winnipeg Air Cadets. It has repaired the machine and is understood to be using it on a loan basis. In addition this progressive group has built a Robin, an improved intermediate performance sailplane designed by Czerwinski and stemming from his original Sparrow design. Czerwinski gave the drawings to the squadron and, with the remains of the original Robin crashed by the Winnipeg Gliding Club in 1947, members have completed the new machine. If we could pry information out of them, there might be more of interest to relate.

Propos of the Sparrow, a prototype built by de Havilland Aircraft of Canada, Ltd., in 1941-42 to Czerwinski's first design in Canada, Jack Ames reports jubilantly that the de Havilland Co. has presented this excellent craft to the Toronto Gliding Club "with no strings attached." It was designed for primary and more advanced training and has definite soaring possibilities under good conditions. It is in first-class condition and the de Havilland Co. has earned the sincere gratitude of the entire Canadian gliding fraternity for the generous gift. As Jack Ames says, "Although it

knocks our Roden Trophy score down 20 points, what is that compared to a glider?"

Bob Douglass reports for the Gull Gliding Club of Dartmouth, Nova Scotia, that members have been flying regularly at Stanley Airfield since April. Displaying a fine spirit of cooperation the majority of active club members arranged simultaneous vacations at the close of July and beginning of August. Setting up living quarters at the hangar they settled down to devote their full time to gliding.

Later the club glider took part in the Dartmouth Natal Day parade. This is a publicity-wise club whose activities in this regard are paying dividends. George and Grace Dunbar, leading lights in the club, whose romance flourished on the field and culminated in marriage a little over a year ago, both attended the meet. The club plans soaring experiments at Green Hill, Pictou County, where they are in hopes of acquiring some "C's" for members.

Jack Ames reports that the "Harbinger," first all-Canadian designed sailplane, is progressing favorably in construction at the Ames-Dow Company in Toronto. Incidentally, this company has Dept. of Transport approval to operate as manufacturers and overhaulers of gliders. The importance of this official recognition need not be emphasized to Canadian gliding people.

The Secretary of the S.A.C. advises he has information on the following gliders for sale in Canada:

- 1 Pratt-Read (without trailer).
- 2 SGU 119.

It is understood they are in good condition and reasonable in price.