

Foreign & News Notes

AUSTRALIA-MELBOURNE

Will any owner of an H-17 glider please write to Bruce Hearn, 720 Canterbury Road, Surrey Hills E10, Melbourne, Victoria, Australia. He has written us as follows:

"A few lines from a member of the Gliding Club of Victoria. I am writing mainly to see if you would be so kind as to get in touch with somebody in America who owns an H-17 sailplane. If you are unable to do that, do you think you could hand this letter on to somebody in one of the clubs over there so that they could get in touch with me here, and thus exchange the general news of gliding interests in both of our countries.

"I could forward photos, newspaper cuttings and all the general news. I got your address from a 1937 'Soaring' as my other copies have been distributed among gliding enthusiasts. The copy I took this address from has a picture of the H-17 sailplane in it. The reason I am so interested in it is because my brother is building one. I have two brothers, both of whom are sailplane pilots and both hold the A, B, and C licenses.

"The Gliding Club of Victoria holds the duration record of Australia, 7 hours, being made at our soaring site, Mt. Fraser, (Beveridge), Victoria.

"The Club equipment consists of the following:

"A Grunau Baby II sailplane, a Slingsby Kader Secondary, one nacelled Rhon-Ranger and a Zogling.

"Several members of the club are building their own ships, 3 H-17 sailplanes and a two-seater, as Minimoas and Rhonsperbers are out of the question here, as we consider these machines being built now are well in our means.

"We just held a Christmas Meet here which was of every success. The meet consisted of the following: Grunau Baby II, 2 Kestrels, one Kirby Kader, two two-seaters and training primaries. Other ships were unable to attend the meet as the pilots or owners had to work or were called away for some other reason.

"The Slingsby Gull which is owned by Doc Hayden of the Sydney University Gliding Club has made many successful flights some of which are as follows: distance of 102 miles. When it was here in Melbourne it made some marvelous soaring flights, 1 hour 30 min. over flat country and several flights about the drome in cloud lift, and a cross-country flight of 25 miles.

"You have probably heard of Percy Pratt, the pioneer of Australian gliding and soaring. We held our Christmas meet at his drome at Gulong, Victoria. He has several ships there including a light airplane and several old way machines, gliders and sailplanes. He makes several two-seater flights weekends over Gulong in his gliders. I myself already have had 6 flights with him.

"Well, I don't think there is very much more to say at the present but I hope to

soon be able to get in touch with the owner of an H-17 or some member of a club."

WESTERN AUSTRALIA-NORTH PERTH

C. "Ric" New, President of the Pinjar Soaring Club has again written to Les Barton as follows:

"You will probably be surprised to receive this letter dated a year after the one I received from you, but as I have written twice before, I think they must have gone astray.

"You seem to be doing some good work with the Kestrel. One flight I noticed was 6000 feet in 10 minutes. We have been having some fair flights this season, the best being 40 minutes and 4000 feet from flat ground.

"Have you ever looped the Kestrel? I ask because although ours goes over quite easily, a visitor from the Eastern States said that the Kestrel they had over there had never been looped, although quite a few pilots had tried.



Hangar of the Pinjar Soaring Club.

"We had a touch of bad luck this weekend as after a nice flight of 3000 feet, lasting 35 minutes, I went over to talk to our eastern visitor. When we returned, the Kestrel was on her back having been blown over by the wind. So, be careful, as it was not very breezy and I did not think it possible. It snapped all of the leading edge ply and ribs making us plenty of work.

"I saw an extract from my letter in 'Soaring' and the boys were quite enthusiastic to get a mention in the American journal.

"I saw a short on American gliding last week which was very good. I will set out the official Australian records below which may interest you.

"Distance solo, 101 miles, L. Schultz, N.S.W., Slingsby Gull.

"Duration solo, 7 hours, 2 min., R. Roberts, Grunau II, Victoria.

"Duration 2-seater, 5 hrs. 7 min., Et. Parr, Queensland.

"Height solo, 11,600 ft., L. Schultz, N.S.W., Gull.

"How did the winch go, Les? We are now using about 1700 feet of 12½ gauge fence wire with the auto and getting 1100

feet or more. If you try the fence wire, use a small chute which lets it down perfectly.

"Could you tell me if any one in America has started an Olympic sailplane, as we are very interested. If it is not too much trouble, could you let us know approximately the quantity and thickness of ply needed to build one.

"Let the Society know we still get their journal and find it full of interest."

SWITZERLAND

The following news item was taken from the March, 1941, issue of "Aeronautica" published in Buenos Aires, Argentina:

Sailplanes in Switzerland.

Making good use of the advantageous conditions of their climate and mountains the Swiss practice gliding assiduously.

It is superfluous to say, when we consider that to the acknowledged fascinations and emotions of gliding in any country is added the marvelous Helvetic landscape, that the enthusiasts of this sport in Switzerland enjoy the greatest satisfaction to which a true "man with wings" can aspire.

ARGENTINA-MERLO

In the January-February issue of "Soaring" there was a story entitled "Soaring Flight in Argentina" written by a member of the Club Argentino de Planeadores "Albatross." According to a news item appearing in the March, 1941, issue of "Aeronautica" the Club had a Sailplane Fiesta. The item follows:

On the occasion of the conferring of glider pilot instructor certificates and coinciding with the 10th anniversary of the founding of the Club, there was held on March 19 on the field of the Club Argentino de Planeadores "Albatross" in Merlo, a most brilliant fiesta which displayed the high level of efficiency which that Club, a notable promoter of gliding in our country, has reached.

This fiesta, magnificently organized, took place before a very large gathering, and there is no doubt that numerous spectators have become converts of gliding, judging by the enthusiasm which followed the maneuvers of the "men-birds" of the "Albatross."

A significant indication of a real kind was the presence of the Chief of Military Aviation, General Angel M. Zuloaga; Director of Civil Aeronautics, Engineer Francisco de Arteaga; Director of Meteorology, Geophysics and Hydrology, Engineer Alfredo G. Galmarini; Lt. Colonel Alfredo M. Paladino; Inspector of the Civil Aviation Board, 1st Lt. (S.R.) Enrique Frasatti, and other figures well-known in aviation circles.

Aerobatics, single, double and triple tows, tows by automobile and airplane, high aerobatics, thermal flights and synchronized aerobatics were examples of the excellent organization attained by the "Club Albatross" and were executed through the cooperation of the well-known pilots Olivares, Teichmann, Virginillo, Vignera, Costa, Contamutto, Patlieri, Imparato and Noiseaux.

The members of the Club gathered and the new ships constructed recently were