

GATINEAU GLIDING CLUB, OTTAWA

At the General Meeting in January, the following were elected officers for 1945:

President: A. N. LeCheminant
Vice-President: W. F. Campbell
Secretary: W. J. Cox
Treasurer: G. T. Perry

Mr. J. A. Simpson as the Club's Chief Flying instructor and Mr. R. D. Hiscocks as Chief Engineer are members of the executive. Interest level has been maintained high by two supper lectures, one on an Introduction to Gliding and Soaring amply illustrated by an excellent collection of slides was given by Mr. Simpson, the second by Mr. Hiscocks on the Structural Aspects of Gliders followed a showing of the film "Youth Has Wings" and a lecture by Bill Campbell on Elementary Aerodynamics as Applied to Gliders. Inability to obtain suitable accommodation has prevented a further extension of the supper meetings.

A number of the members in cooperation with the SAC have formed a winch committee to complete the design of a winch to meet the SAC specifications. Plans are well enough developed for a Toronto Company, Prenco Progress and Engineering Corporation, to promise delivery of the prototype winch early in July. More of the prospect at a later date.

The advent of the extremely wet weather is delaying a possible early start of flying activities, but the finishing touches are being put to the new hanger and negotiations are under way for the completion of the Club's Kadet by a Montreal firm who are also building Daglings. A slow but steady increase in membership is taking place and once flying starts again the tempo will no doubt speed up. Plans for the summer camp to be held for 9 days commencing July 28 are in hand, and further particulars may be obtained from Mr. J. L. Orr, Camp Secretary, 109 Research Row, Quarries, P. O., Ont.

FROM THE MCGILL GLIDING CLUB NEWS SOARING SITES

The committee on soaring sites has investigated three possible sites and a report on each follows:

(1) *Oka*. This site was first located on a topographical map and was considered potentially quite good. A flight over the area in an aircraft was arranged and the two slopes facing the prevailing wind were noted as being interesting. This was in the winter time with snow on the ground. However, when visited this spring the condition of the ground adjacent to the slopes was such to make the development of the site extremely difficult. One very nice hill was located, but it was facing East South East.

(2) *Mont Gabrielle, Piedmont, Quebec*. At the suggestion of the owners of

the "Marquise Lodge" extended through Mr. John Timmins, a group from the McGill Gliding Club visited this site. In the opinion of Mr. Zbigniew Zabski the hill known as "Scotts Slip" seems quite adequate for slope soaring, the only hindrance at present to the use of the site is the possible lack of space for primary training and an incomplete understanding regarding cooperation from the property owners in the vicinity. We hope to have this situation under control very shortly.

(3) *Choisy*. Situated on top of a low hill about two miles from the Montreal Highway near Rigaud, Quebec. This site is very good for primary training, possibly good for thermal soaring because of the broken sandy condition of the surface of the hill, but probably not good for student soaring and not near restaurants, hotels or water. However, unlike some sites, the people who own it regard it as waste land and have no objection to its unrestricted use as a flying site. Many small trees will have to be removed and it will still mean a 46 mile trip to use a large field.

Distances from Montreal:	
Oka	33 miles
Piedmont	50 miles
Choisy	46 miles

MONTREAL SOARING COUNCIL

At a committee meeting of the Montreal Gliding and Soaring Club and the McGill Gliding Club held in March, it was decided that it would be to the benefit of both the Clubs and gliding in general to join forces and operate as one unit. There were arguments for and against the idea, but in the end the two groups decided to join forces in an organization to be known as "The Montreal Soaring Council."

The following rules were suggested:

- (1) The officers of the Council will be elected or appointed from or by the executives of both Clubs.
- (2) All equipment, such as winches, tow ropes, retrieving cars and hangers should be owned by the Association (jointly by both Clubs).
- (3) The gliding site or sites will be chosen or agreed upon by the Association committee.
- (4) The Clubs will own their own machines, but if necessary will pool them for greater efficiency.

In this way it was felt that we will be getting away from a situation which existed in Montreal before the war, whereby there were three clubs flying three machines in different parts of the Island with barely enough members in all three to make one good club. Time after time flying in one of them was suspended pending repairs, with a natural loss of enthusiasm, which would not have occurred had everyone cooperated.

Although this union has not been ratified formally and no constitution has been drawn up, our two clubs will be flying together this season. In this way we

hope that we will iron out little difficulties and get to know each other better, which in itself will erase possible sources of friction.

But above all, let's not adopt an attitude as typified by remarks such as "Why don't you take a broad view and sell us your winch" or "Let's cooperate, lend us your variometer."

SWISS MAKE PROGRESS IN GLIDING; WILL HOLD WORLD SOARING CONTESTS

The Swiss Aero Club has decided to work out rules and regulations for a postwar International Alpine Glider Competition. Thus, when peace comes Switzerland will invite glider pilots from all parts of the world to visit there and become acquainted with Alpine gliding.

Switzerland like many other countries has been obliged due to the war to restrict her activity in aviation. Her air routes to many leading centers of Europe have shrunk to one short route. Private flying there is at a standstill because of the national gasoline shortage.

Only for gliding have restrictions imposed by the war been relaxed. Even in this instance there are some restrictions. Only certain specified districts in Switzerland have been available for gliding. Long distance flights are impossible. Gliders are permitted to rise only 4,921 feet above the altitude of the starting point. Flights through clouds and during the night are prohibited since a glider is required to be always visible from the ground.

Despite these restrictions, gliding in Switzerland has improved and expanded during the war. There were 1,100 pilots trained in 1938, flying a total of 2,112 hours. In 1943 the flight hours exceeded 3,000.

It formerly was the opinion in Switzerland and other countries that successful gliding was feasible only in atmospheric conditions of large plains. Increased attention paid gliding in Switzerland since the start of the war has revealed that the Alps region is equally and sometimes even more desirable for gliding, from a topographical and meteorological standpoint, than lowland areas.

Gliding in the high Alps undoubtedly is more dangerous than in flat countries. It is beyond the beginner, and a would-be glider pilot should get his first training in the lowlands, then in the lower mountain regions.

*Excerpt from American Aviation
November 15, 1944, p. 23*

SPANISH SOARING RECORD

Luis Vincent Juez, an instructor at the Huensca gliding school, recently set up a new Spanish duration record for sailplanes by remaining in the air for 30 hours 57 minutes, thus beating his own previous record by 6 hours 50 minutes. Alexis Dawyoff.