



DE HAVILLAND SPARROW FOR A THOUSAND DOLLARS

It is not often that a powered aircraft manufacturer will go out of its way to help those interested in gliding, but that is what the De Havilland Aircraft Company of Canada has done. After discussion with the Soaring Association of Canada, De Havilland has offered to build their SPARROW glider for \$1000 each. This allows them no profit. All they want is a reasonable assurance that they will be able to sell at least twenty of them.

The price of \$1000 is flyaway Toronto, without instruments, and it is hoped that there will be enough Canadians and others interested to get the orders up to and over twenty. To some people \$1000 may seem a lot of money but it is over 30% cheaper than any other utility glider has been offered in Canada since the war.

The prototype SPARROW has been flying for several years and about 30 people have been trained on it. Although in the utility class it is no ordinary glider, and soaring flights in thermals over Toronto up to three hours duration have been carried out.

The SPARROW was designed to be as versatile as possible so that it could be used for a wide range of training and thus suitable for small groups and clubs. It is especially suitable in the preliminary stages of their activity. In particular it can be used with advantage for:

1. Initial training (A and B certificates)
2. Advanced training (C certificate)
3. Aero-towing
4. Thermal soaring

It is a high wing monoplane having the wing braced with two short steel struts, one on each side. The wing is of the single-spar type with a short diagonal spar between the upper strut fitting and the rear fuselage fitting. The leading edge of the wing is covered with plywood back to the spar. The ailerons have a differential control system.

The fuselage consists of a cockpit entirely enclosing the pilot, and two booms, one above the other, connecting the cockpit with the fin. The cockpit is plywood covered. The booms and the fin are

connected by bolts and can be easily dismantled in case of damage to one of these parts.

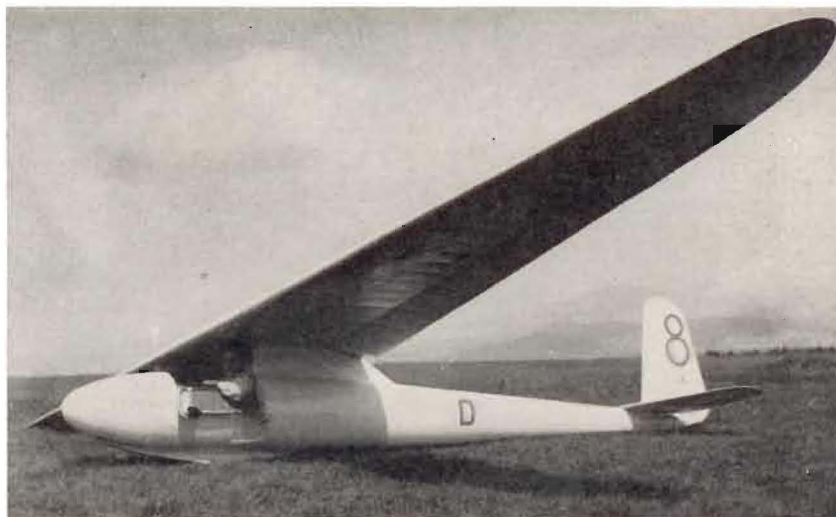
The undercarriage of the SPARROW consists of a skid and a wheel which permits an easy takeoff from paved runways, as well as simple handling on the ground.

The horizontal tail consists of a plywood covered stabilizer and fabric covered elevator. The same type of structure is used in the vertical tail surfaces.

Technical data and performance:

Span	38 ft. 4 in.
Length	22 ft. 6 in.
Wing Area	170.8 sq. ft.
Weight Empty	234 lbs.
Pilot and Chute	215 lbs.
All up Weight	449 lbs.
Wing Loading	2.63 lb./sq. ft.
Landing Speed	24.8 mph
Minimum Sinking Speed	3 ft./sec.
Ultimate Load Factor	10
Max. Towing Speed	100 mph
Best Gliding Angle	15.5/1

Those wishing further information on production should write to Mr. Fred Plumb, Production Manager, De Havilland Aircraft Company of Canada Limited, Postal Station L, Toronto, Canada.



*Underwood & Underwood.
From the collection of Richard duPont.*

THE WINDSPIEL

BOOK REVIEW

THE STARS ATLAS AND NAVIGATION ENCYCLOPEDIA by S. S. Rabl, Cornell Maritime Press, New York, 1946. Price \$5.00.

This book presents in an unusually clear manner a topic which is becoming more and more important to us as our distance flights become longer and longer. The necessary computations in navigation are reduced to simple terms and explanations. The fundamentals are given in a summary of navigation from early times to the present.

The identification of stars is presented by a new and effective method. Navigation by electronics is dealt with in the discussion of bearings by radio, the use of radar and Loran.

The text is profusely illustrated and attractively printed.

THE WINDSPIEL

One of the German ships that the SSA will receive from the Army for testing, The Windspiel (Darmstadt D-28), is an attempt to make a small light sailplane that will soar on almost any day; built very lightly but strong enough for careful cloud flying. It is the light extreme in the effort to determine just what is required to win a contest. This extreme is a product of the school of thought that believes a point-gaining flight each day—every day—of moderate performance is better than a long-record or near-record flight on every other or every third day with a fast heavy ship. This reasoning also holds that the light ship will be able to fly on many days that the heavy one will not.

The Windspiel performance is looked to with interest. Specifications are: Span 39.4 ft., Area 122.7 sq. ft., Aspect Ratio 12.65, Wing Loading 2.45 lbs./ft², Span² loading 0.19 lb./ft², All up weight 300 lbs., Empty weight 123 lbs.