

of course, we are all shooting for those National and International Records. In the past three years we have flown a total of 2023 flights with a total of 186 hours being logged, all in club equipment.

In conjunction with the San Diego Jr. Chamber of Commerce, the club has held two highly successful annual soaring contests on the Torrey Pines field. Our recent contest held this past February was filmed by Fox Movietone News Reels and the broad coverage of these movies in American theatres has given a terrific boost to the cause of gliding. Television news reels were also here. The local effects of these meets has resulted in untold interest in the sport. We have over twenty-five new members, a direct result of our contests and many more have turned to buying or building their own craft as the interest grows due to our regular news releases, flying activity and the real honest-to-gosh interest on the part of every member of our club.

Our club President, Harry Parker, assisted by Vice-President Charles Rowen, takes care to see that the club is not harnessed with any "Parasites." We ask a down payment on initiation fee from each prospective member to show his or her earnestness, and then we ask them to come out and fly and generally become active. We can thus screen applicants for flying ability and also, a very important item in any club, we watch them work. Any slackers will be shown up before he is a full-fledged member and too, a new member has the right to enough experience to see for himself if he wants to be a club member.



Three San Diego lovelies are told about gliders by Charles Rowen, Vice-Pres. of the Assoc. Glider Clubs of So. Calif. The ship is a club Schweizer TG-2.

The Associated Glider Clubs of So. Calif. has the best kind of leadership because we have every detail broken down into committee work which gives very excellent results. The job assignments come from the President and any new talent is given a chance to function, even if it means the forming of special committees just to use all the help.

Our monthly publication, WIND AND WINGS, is being circulated over the entire West and in this way we not only let our activity be known but we get back some swell publications from other clubs in return.

It is an established fact that an ideal way to learn gliding is to join or form a club. Expenses are thus kept at a minimum and the fun at a maximum. Soaring flight offers the greatest range of flying activity in aviation and, with the thousands of our youth thirsting for the thrill of flight, it is only natural that gliding is destined to become increasingly popular.

# CANADIAN SCENE

By DOUGLAS A. SHENSTONE

GLIDING in Canada started out with a bang as soon as the summer really opened up. The Gatineau Gliding Club, out every week-end since the beginning of May, chalked up a fine record on Sunday, May 2nd, when Ovila "Shorty" Boudreault was towed up to 2,000 feet by a Tiger Moth, released in a lift area and went up from there to 7,000 feet. He remained up for an hour and a half in the Grunau. This tops Jack Ames' BAIC Trophy win of last year by some 1,200 feet, but the season is not yet over and great things are expected throughout the country. "Shorty" complained of the cold and airsickness; had it not been for these drawbacks he says he would still be up there.

Congratulations are due Albert Pow of London, Ont., member of the Gliding Division of the London Aero Club, who hit the jackpot—but unfortunately without a barograph—on May 17th, when, in a Laister-Kauffman he was towed to some 1,800 feet and rose to 11,200 feet before icing forced him down. He remained aloft three hours and thirty-one minutes. Pow's flight certainly does things to previous Canadian records and it is hoped he won't forget his barograph next time. His flight has been fairly well publicized across Canada and it is now up to members to get a move on and give him some competition. Even though unofficial, it was a fine performance.

A touch of human interest entered the field of gliding recently when, at 5:30 on the evening of May 20th, there was unwonted activity in MacNamara's vacant field on the Silver Creek Road some three miles outside of Buckingham, Que. Black-robed celibates of the Christian Brotherhood clustered about a bright yellow machine which, to the accompaniment of hammering and twisting of bolts gradually took shape as a glider.

Half an hour later 50 cars lined the country road and a crowd of 500 people jammed a corner of the field. Brother Hormisdas, tall and bespectacled science master at St. Michael's High School in Buckingham announced first in English, then in French:

"Flight Lieutenant Lecheminant will make a test flight."

The crowd fell silent as, two hundred yards down the grassy track bisecting the field, a jeep moved forward, tightening the tow-line attached to the glider's nose.

A flag was waved, the jeep put on speed and the glider, a Schweizer 1-19, sprang to life, skittering over the grass like a scared rabbit. At 20 yards its nose pointed skyward and it rose, kite-like, over the field. At 500 feet the tow-line was released and fell to earth. The glider, sharply silhouetted against the sky made a sweeping circuit of the field, nosed gracefully downward and rolled to a stop before the cheering onlookers.

Stepping from the light craft F/L A. N. Lecheminant, Secretary of the Soaring Association of Canada and President of the Gatineau Gliding Club of Carp, pronounced his verdict:

"Perfect! No bad habits; everything's just right. She flies like a bird!"

To Brother Hormisdas, this moment of triumph was long awaited. Since 1932, when as a teacher at Assumption College in Plattsburg he had been catapulted from a hill-top in a makeshift glider, he had dreamed of bringing the thrill of motorless flight to the pupils and residents of this small (pop. 4500) village in the Quebec hills.

A year ago he approached the S. A. C. with his proposal to buy a glider. But there were difficulties. No gliders

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