



The Club Trophy of the Soaring Ass'n of Canada.

## CANADIAN SCENE

By DOUGLAS A. SHENSTONE

**T**HIS year the S.A.C. had two trophies to present, and the ceremonies took place at the Annual General Meeting in Montreal, on February 7.

The Club Trophy, a gleaming silver rose bowl standing some ten inches high on an ebony base, is the gift of Mr. Berkeley Roden of A. V. Roe (Canada) Ltd., and was presented to the Toronto Gliding Club, which, reports showed, had got the most flying out of their gliders during 1947.

The B.A.I.C., an abstract sculpture of aluminum, stainless steel and lucite is a gift of the British Aviation Insurance Co., designed by Emanuel Hahn. It was presented to J. W. Ames for the best flight of the year—an altitude gain of 3,740 feet.

Since both these prizes are challenge trophies (the B.A.I.C. winner, however, being given a replica in miniature, in addition), it is expected that next year will see greater efforts put forth in Canada in competition for such worthwhile awards.

Under the eye of Professor T. R. Loudon, Professor of Civil and Aeronautical Engineering at the University of Toronto, a new glider is taking shape in the basement of one of the buildings.

Commencing with the class of 1946 as a project for the direct application of practical design, it is now

taking physical shape and will be completed by the class of 1948. The actual work is being done by Les Racey, whose experience at de Havilland Works qualifies him as a meticulous and competent builder. He has been working at it since October and expects to complete the job by summer, with the assistance of various interested students. Racey has the shop drawings put on masonite painted white, and then mounted on plywood and varnished. This preserves the drawings and simplifies layout.

The design was developed by the students under instruction from B. S. Shenstone and W. Czerwinski, and is a round nosed, fuselaged model with cantilever wing. Forty-five foot spars are complete as well as trailing ribs and nose ribs.

It is hoped that with the completion of this sailplane the University will form a club for experimenting, capture the interest of future graduating classes and do much to forward gliding in Canada.

The report of the annual meeting, presented by B. S. Shenstone, retiring president, revealed a situation in Canada which, while bright in many respects, projects a picture of difficulties to be met in the future. The greatest of these is the acquisition of gliders, a problem which grows more difficult every day, due mostly to cost of importation from United States or England. On the other hand Canada, with a population of twelve million has 40-odd gliders, which is proportionately a healthy condition.

During 1947, the S.A.C. issued 60 "A" certificates, 38 "B" certificates and 17 "C," making a total to date of 118 "A," 88 "B," and 34 "C," or 238 certified glider pilots.

A new group of enthusiasts in Edmonton, all students of the University of Alberta, have formed a club under the leadership of D. K. MacDonald and are planning a membership drive, with motion pictures and lectures. They are building a BG-6 and are progressing rapidly with it, with the prospect of having it ready to fly this summer.

After protracted negotiations, it now can be stated fairly definitely that bona fide Canadian gliding clubs may be incorporated under Part II of the Dominion Companies Act as non-profit organizations, without the payment of the normal \$100.00 fee.

In conjunction with the Royal Canadian Flying Club Association and, with the help of their and SAC legal advisers, a sample application form for incorporation, and a set of by-laws have been drawn up. Copies of application and by-laws may be obtained upon request to Box 851, Ottawa, Canada. SAC has been fortunate in making arrangements with members in the legal profession to "pilot" the application through the Secretary of State's office for a fixed fee of \$25.

Winter gliding has received impetus in Toronto through the efforts of the Toronto Gliding Club, members of which made experimental flights in sub-zero weather at the Oshawa Airport. Frank Brame qualified for his "C" Certificate by remaining aloft for 35 minutes after release, with most of the flight being made during a brisk snow storm. He reports that although there was a fairly solid overcast, ground thermals were