

CANADIAN SCENE

By DOUGLAS A. SHENSTONE

MR. B. S. SHENSTONE, past President of the S.A.C., has flown to England to take over his duties as Chief Engineer with British European Airlines. He assures us he will continue his very real interest in Canadian gliding.

Queen's University Gliding Club recently wound up its winter group activities, leaving the summer group to carry on with real assets, namely a bank balance, an attractive club room and a nearly completed winch.

An interesting development of the winter group has been the introduction by members Cuddy and Davidge of a successful ski-equipped Grunau Baby glider, able, so they say, to operate from "any depth or type of snow." The effect on the glider's aerodynamic characteristics was said to be negligible and it withstood landings on hard, frozen and rough snow surfaces.

The Glider Flight at Dartmouth, Nova Scotia, made approximately 500 flights before the winter closed in.

Their launching method has used both a station wagon and jeep, the former traveling at some 30 m.p.h. in the same direction as a glider take-off, with the towing cable threaded through a pulley on the rear of the jeep which travels at some 40 m.p.h. at an acute angle to the line of launching, thus bringing the launching speed to about 70 m.p.h. in a comparatively small area.

It is a pleasure to welcome to Canada another Olympia EON brought from England by Frederick T. Gardener, who has settled near Victoria, B. C. This

Push-pull tubes are used in the wing to reduce the operating loads. Cables are used on both the rudder and elevators.

Summary

It is the purpose of this design to produce a fast cross-country sailplane for strong thermal conditions. I believe that the "Tiny Mite" is doing rather well for this purpose. Although I can offer no definite figures, the flight performance is approximately as follows:

Stall Speed	51 mph
With 30 flaps	37 mph
Minimum Sink Speed	4.5 fps. at 58 mph
Best Glide Angle	22 to 1 at 68 mph

During the summer more accurate test data will be taken.

The gross weight of the "Tiny Mite" is 630 pounds. Its aspect ratio is 13.8, its flap area 14.5 square feet, and its ultimate wing factor, plus 9.3G.

Although the 84 square-foot wing area is small and the loading of 7.4 lbs. sq. ft. is high I will not say that future loadings will not exceed this. Even at well over 100 mph the glide angle is not prohibitive. Of course, when it comes to light ridge soaring, the "Tiny Mite" will be down with the utilities, but for distant flying it may do rather well.

development should do much to forward gliding in British Columbia.

The plans for a two weeks' instructors' course at Carp Airfield, near Ottawa, this year should materialize soon, depending, of course, on the response from the Canadian Clubs. In organizing such a course the S.A.C. is demonstrating one of its prime reasons for existence, and such a step, if backed whole heartedly by the gliding fraternity may very well be the beginning of an annual get-together which could grow to almost any proportions.

The B.A.I.C. Trophy has just completed a "tour of duty" at Henry Birks & Sons, Ottawa. After this firm completed the engraving of the 1947 winner's name, they kindly displayed the trophy for a week in their window in the interests of publicity for the S.A.C.

At a meeting on April 5 the Toronto Gliding Club elected Jack Ames, Frank Brame and Stuart Alexander as directors.

The directors in turn appointed the following executives: President, Jack Ames; Vice-President & Secretary, Frank Brame; Treasurer, Henry Dow; and Chief Flying Instructor, Les Baranowski.

The club has had a successful first year of operation and won the Roden Trophy for 1947. In addition Jack Ames, won the B.A.I.C. Trophy.

Plans were made for the expansion of the club's training program to include Link Training courses and for organizing gliding contests during the summer. Several cross-country soaring flights are expected.

After the meeting, members viewed jigs and components for the "Harbinger," a Canadian-designed, high performance, two-seat sailplane now under construction. It is hoped to interest corporations in presenting one or more gliders to the club as an advertising idea.



Stall slots added and canopy changed.

To my disappointment the Fowler flaps caused too much drag for thermal flying, but they are exceptionally good for approach control. Rather than spoilers, I believe that a simple split trailing edge flap, adequately designed, is the answer to both dive and approach control. A deflection angle of at least 45 degrees should be used.

The pitching moments are rather high with the Fowler flaps but by no means are they excessive, even with the small elevator.