

CANADIAN SCENE

By DOUGLAS A. SHENSTONE



E. J. Reeves

The Parkers, Ray the Challenger and Meryle his Crew Chief.

JOHN ROBINSON

Best Altitude \$50. 12,850 feet gained.

Fastest course speed on flight over 40 miles, Chance Vought model Pirate jet plane. Distance 84 miles, 2:11 hours, speed 39.81 mph. Longest goal flight, July 30, AVR-104 receiver distance 117 miles.

Longest distance flight, \$50. distance 209 miles.

RAYMOND PARKER

First Place, Aerobatics. \$50 value.

RICHARD V. LYON

Longest two-place flight with passenger. \$100. Distance 77 miles.

First Place, Spot Landing. Table Radio. 3 1/8" from tack.

RICHARD H. JOHNSON

Second Place, Aerobatics. \$25.

Second Place, Spot Landing. \$10. 4 3/4" from tack.

WALLY WIBERG

Third Place, Aerobatics. \$10.

Third Place, Spot Landing. Records and Album. 6 3/8" from tack.

OTHER AWARDS: For pilots not qualifying for the \$1000 point award fund: Joe S. Irvine, Pioneer parachute; Eugart Yerian, Freize Barometer; E. J. Reeves, Turn and Bank; Bob Thomas, Rate of Climb; Fred N. Smith, Rate of Climb; Al Santilli, Rate of Climb.

Gasoline for the tow planes was furnished by the Magnolia Petroleum Co.

Sound trucks were furnished by the Gulf Refining Co.

DESPITE the apparently determined efforts of Canadian glider pilots to prevent news of their activities from reaching this desk (at 480 Cooper Street, Apt. 4, Ottawa, Canada), a certain amount of information has seeped through the barriers.

Of course, bad news travels quickly and the crack-up of Queen's University Gliding Club's Grunau Baby on July 18 marks the second blow to Canadian gliding this season.

The flight was made by W. T. Curran, launching by aero-tow from Norman Rogers' Airdrome, Kingston, and flying in an easterly direction some 25-30 miles to the vicinity of the village of Lansdowne, Ontario, where lift failed. This area on the St. Lawrence River is for the most part poor farmland with many rocky outcroppings, and the pilot had difficulty in finding a suitable landing field.

At about 200 feet he turned into the wind, was struck by a sudden squall, followed by a lull. The glider slid sideways to the ground from about 100 feet. The cockpit was demolished forward of the first bulkhead, the skid broken off, three feet of port wing-tip severed, and the port wing spar broken at the root. Happily, however, the pilot suffered no serious injury.

It is feared the accident may set this progressive club on its heels, as the possibility of repairing the damage to the craft seems remote for the immediate future.

On the same day, flying out of Oshawa Airport, the Toronto Gliding Club showed a brighter picture of activity when Ralph Anders broke the existing 46-mile Canadian cross-country record with a flight from Oshawa to Trenton in an LK, a distance of 69 miles. Maximum altitude on this flight was about 5000 feet. In addition he made a 5300 foot climb on August 3 last with a duration of over two hours, and is now hard at work on the 5-hour duration flight which, with his other successes, will qualify him for Silver "C." Both he and the club merit hearty congratulations.

Although Ralph Anders' success has taken the previous distance record of 46 miles away from "Shorty" Boudreault and the Gatineau Gliding Club, the indefatigable Shorty still holds the altitude gain record of 5600 feet made on May 2, this year. There is little doubt that Shorty will be shooting for 100 miles in the very near future, providing his delicate stomach can stand it.

Vancouver is figuring in the news these days, also. A letter from Mike Skubay of the Thunderbird Gliding Club (University of B. C.) tells of activity at Sumas airfield with Frank Woodward, Ray Gould and Barry Jeffery taking part. After overcoming local prejudices against gliding they were able to use a Cessna Crane for aero-tows.

The Falcon Gliding Club, with Don Cadenhead at the helm, has been recently formed in Vancouver and although little news of them is as yet available it is known the club has almost completed a BG 8, a high

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