

Polish Soaring Comes Back

By WITOLD C. STARZEWSKI

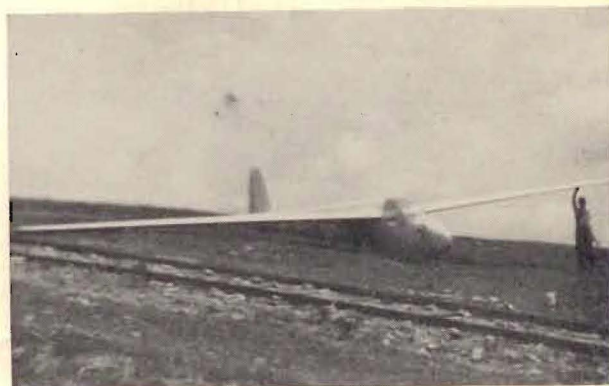
Instead of the 1,400 excellent gliders of our own design which we possessed before the war, we found in 1945 some 400 German craft, most of them heavily damaged, at our disposal. The necessary auxiliary equipment was, and still is, scarce and insufficient.

The designing of new types has been resumed by the State Soaring Institute at Bielsko. Its first prototype completed after the war was the "Sep" (the Vulture)—a new and bigger "Orlik." The "Sep" is a high performance sailplane fitted with trailing edge flaps. It was flown last year at Samedan and this year it took the first three places at Poland's National Contest.

Another type is the advanced trainer "Mucha" (the Fly), a very happy solution, with a gliding angle of 25, very light and agile.

The problem of an ideal primary glider seems to be solved by the "ABC." Its flight qualities well answer the requirements placed on this class. It has easily folded wings and a pliable wheel. It has been tested in tow and in aerobatics.

The rapid rebirth of our gliding sport is visible in the post-war achievements of our pilots. European climatic conditions must be remembered for the proper appreciation of the distances. Flying on a serious



The Polish "Mucha"

scale began only a year and a half ago. Two cross country flights of more than 360 Km. were made, with about ten others of 200 to 300 Km. These are the achievements of Ing. Puzej, Adam Zientek and some others.

The first post-war National Contest held in June was won by Adam Zientek before Kasprzyk, the well known Polish pilot, returned from abroad. Among the pilots trained ab initio after the war Jul. Bojanowski seems to justify the best hopes.

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performance two-place machine which should be heard from soon.

Winnipeg steps into the picture again with the R.C.A.F. Auxiliary Sqn., under the aegis of F/O Mel Hardy, operating out of the Winnipeg Airport. This group has taken over the SGU 119 formerly operated by the Winnipeg Air Cadets. It has repaired the machine and is understood to be using it on a loan basis. In addition this progressive group has built a Robin, an improved intermediate performance sailplane designed by Czerwinski and stemming from his original Sparrow design. Czerwinski gave the drawings to the squadron and, with the remains of the original Robin crashed by the Winnipeg Gliding Club in 1947, members have completed the new machine. If we could pry information out of them, there might be more of interest to relate.

Apropos of the Sparrow, a prototype built by de Havilland Aircraft of Canada, Ltd., in 1941-42 to Czerwinski's first design in Canada, Jack Ames reports jubilantly that the de Havilland Co. has presented this excellent craft to the Toronto Gliding Club "with no strings attached." It was designed for primary and more advanced training and has definite soaring possibilities, under good conditions. It is in first-class condition and the de Havilland Co. has earned the sincere gratitude of the entire Canadian gliding fraternity for the generous gift. As Jack Ames says, "Although it

knocks our Roden Trophy score down 20 points, what is that compared to a glider?"

Bob Douglass reports for the Gull Gliding Club of Dartmouth, Nova Scotia, that members have been flying regularly at Stanley Airfield since April. Displaying a fine spirit of cooperation the majority of active club members arranged simultaneous vacations at the close of July and beginning of August. Setting up living quarters at the hangar they settled down to devote their full time to gliding.

Later the club glider took part in the Dartmouth Natal Day parade. This is a publicity-wise club whose activities in this regard are paying dividends. George and Grace Dunbar, leading lights in the club, whose romance flourished on the field and culminated in marriage a little over a year ago, both attended the meet. The club plans soaring experiments at Green Hill, Pictou County, where they are in hopes of acquiring some "C's" for members.

Jack Ames reports that the "Harbinger," first all-Canadian designed sailplane, is progressing favorably in construction at the Ames-Dow Company in Toronto. Incidentally, this company has Dept. of Transport approval to operate as manufacturers and overhaulers of gliders. The importance of this official recognition need not be emphasized to Canadian gliding people.

The Secretary of the S.A.C. advises he has information on the following gliders for sale in Canada:

1 Pratt-Read (without trailer).

2 SGU 119.

It is understood they are in good condition and reasonable in price.