

THE CANADIAN SCENE

By DOUGLAS A. SHENSTONE



Brother Hormisdas (right) and His Flock

THE old wooden hallways and creaking stairs of St. Michael's High School, Buckingham, Que., are dark and deserted at the end of the school day. But there is a light in the chemistry lab—Brother Hormisdas is still working.

As you pass through the dim corridor you see that one side of it is taken up with the bright yellow wing of a glider; and a moment later, as you sit with Brother Hormisdas in the lab, feeling strangely juvenile in a desk chair, he tells you that he and his pupils spent the winter fixing up their Schweizer I-19.

Asked about his favorite subject, St. Michael's Gliding Club, first high school club of its kind in Canada, Brother Hormisdas smiled ruefully.

"When I started out early in 1948 I intended to use the field nearby and just do shock-cord launches—no real flights—simply a trainer for the amusement and instruction of the boys." Like a true glider enthusiast the Brother managed to carve out a good deal more work for himself than he had anticipated. His 150 flights gave him his instructor's certificate, and personal representations to the Dept. of National Defence permitted him the use of the airfield at Pendleton, Ont.

That was last year; a few days ago Brother Hormisdas returned from Elmira with the club's second glider, a Schweizer 2-22, to add to the school's equipment of a I-19, trailer and tow-truck.

As always, the question of finances came up.

"We sponsored a bingo," the Brother smiled, "a theatrical show by the students and"—producing a book of tickets—"we're having another bingo next week. Everyone in the town is behind us; they've been most generous."

It's not to be doubted that the town is generous, but it is the contagious enthusiasm of Brother Hormisdas himself that has sparked this generosity.

"And how about membership?" is the next query.

"That's easy," chuckled the Brother, "I teach the first elements of aerodynamics in my classes—and I can't keep the boys from testing theory in practice. Of course, once they've been up . . . ! We sell these punch tickets, too. Ten launches at 25c each and when

they get a 'B' certificate they receive \$25. For a 'C' they'll receive more. It keeps them interested and if they follow through, it costs them nothing—they're even ahead a bit. I have no trouble with membership."

Back in the dark passage on his way out the visitor feels convinced that the membership couldn't be in better hands.

Toronto Glider Show

As a result of hard work and despite many obstacles, the Toronto Gliding Club's Air Show, staged at Gillies Field on May 14, was a big success. The public, which turned out in quantity, was treated to a high-class exhibition of soaring and aerobatics. Three L-K's, two of them on loan from the Queen's Club, a Sparrow, Wren and 2-22 flown by Cuddy, Frayn, Jarvis, Pow and others, did the honors. Launches were by winch, auto and airplane tow. The weather was perfect.

Back in April, the Toronto L-K had been damaged when Ralph Anders made a forced landing in rough terrain after a four-hour flight for his Silver "C" leg. Caught in a downgust, he tried to hop a fence, struck a post and was lucky to get off with nothing more than a sore thumb. Ten days later the Sparrow, left unwatched for a moment on the tarmac, was flipped over by a sudden gust. This meant high speed repair work, but did not stop the plans for the show.

Toronto and district was covered with signs (printed by the courtesy of Mr. Deisher, Gen. Mgr. of A. V. Roe Ltd.), and radio news commentators plugged the exhibition to draw a record crowd.

Vancouver's Thunderbird Club of the University of B. C. plans a meeting with the Pacific Northwest Gliding group at Ellensburg, Wash., in mid-July and is looking forward to much activity with its Grunau at the Sumas strip, near Abbotsford, B. C.

Thanks to the Soaring Society of America's note on our Year Book in its Newsletter, a number of copies have gone to various interested people in the U. S. (price 50c). This is the kind of voluntary co-operation we get from the SSA, and it is only one of the many reasons for supporting SOARING, the only magazine on the North American continent devoted exclusively to our sport.

Gordon Henderson of Ottawa, member of the S.A.C., in whose co-operative hands are placed the legal problems of the Association, was recently elected Executive President of the Ottawa Flying Club.

A recent survey of gliders and sailplanes in Canada brings the number of both active and inactive machines up to 58; this compares favorably with a total of 42 last year, but may be the result of more "digging" on the part of the compiler.

Casual mention—the writer understands two chaps at Gananoque secured two Tiger Moths shortly after the war, became interested in gliding and made a straight trade with the Montreal Soaring Council—one Tiger Moth for one Pratt-Read!