



SAC Archives

Scenes at Kingston: at middle Murphy of Dept. of Transport in L-K and SAC Pres. LeCheminant in Grunau Baby; at left Jean McCallum balances an L-K bow; at right Illaszewicz, with Olympia (top), and ready to go in L-K with Grace Dunbar (bottom).

CANADIAN SCENE

By DOUGLAS A. SHENSTONE

GLIDING history was made at the SAC Gliding Meet at Kingston, Ont., the first week of August.

With the largest aggregation of both sailplanes and pilots ever known in Canada, a duration record broken (6 hrs. 16 min.) and the second Silver "C" to be awarded within the boundaries of Canada, the event will go down as the first of what is expected to be an annual get-together for gliding enthusiasts across the country.

The first three days were devoted to competition, the remainder of the meet being spent in checking out instructors and gaining certificates. On the last day a thrilling demonstration of aerobatics was put on for the spectators who thronged the take-off runway.

Maximum altitude was 7300 feet, longest distance 40 miles, both in L-K's. The Pratt-Read figured in three of the four "C" certificates earned. Two Silver "C" altitude legs were gained in the Grunau Baby. The three instructors checked out were Curran, Illaszewicz and Dunbar. The latter, President of the Gull Gliding Club of Dartmouth, Nova Scotia, came the greatest distance, traveling the 3000-odd miles with his wife Grace, bringing with him four more club members.

Altogether, seven sailplanes and three Tiger Moth tow planes were available at the meet, with a total of some 35 participants from all over Canada. U. S. visitors included Don Ryon and party from Rochester, New York.

The Olympia created an excellent impression and was responsible for some first-rate aerobatic and duration flights (longest — 3 hrs. 40 min.) by SAC President LeCheminant.

A full day was spent on winch tows, using the Grunau. John Seddon, late of the English Bristol

Gliding Club and Scottish Gliding Union, but now of Toronto, took charge of the winch with George Illaszewicz. Winch tows in the Grunau were also used for the spot landing contest.

Morning and evening bathing parties were held at the airfield, a caterer supplied three hearty meals a day, beds, mattresses, blankets and pillows were provided, and there was always an ice cold "coke" in the ice-box — the Queen's Club, host of the meet, made sure nothing was lacking in facilities.

Lectures were given each evening; these included "Aero Towing," "Winch Launching" and "Airmanship." A remarkably fine spirit of cooperation prevailed through the entire meet, everyone lending a hand to assist those whose turn it was to fly. Without such a spirit the meet and its 85 hours of successful flying would have been impossible; it is a fine tribute to the type of enthusiast who is interested in the sport.

The Kingston Whig-Standard gave the fullest possible coverage, with many photos by George Lilley and intelligent articles by Reg Redmont. Canadian Press also took an interest, being represented by Dick Baiden of the Queen's Club, who managed the publicity with a sure hand.

A few words at least should be said for Bill Frayn, who seemed to spend most of his hours towing other entrants, foregoing most of his own soaring.

New SAC Record

Soaring 90 miles in a Grunau Baby sailplane on August 14th, Barrie Jeffery set a new distance record for motorless flight in Canada. Towed aloft by a Tiger Moth at noon from Carp Airfield near Ottawa, Jeffery, Secretary of the SAC, was released at 2000 ft., and five hours twenty minutes later landed in a field near Highway No. 2 at Coteau Landing, 14 miles south of Montreal. Maximum altitude for the flight was 6000 feet.

The previous distance mark of 79 miles, London to Dunnville, was set earlier in the year by Al Pow of London, Ont., in his L-K.