

CANADIAN SCENE

By DOUGLAS A. SHENSTONE

COMPLETION of the "Loudon" sailplane is hailed across Canada as an achievement which will give a fillip to gliding activities in the future. Designed particularly to bridge the gap between the primary and the high performance type sailplane, the Loudon is the first Canadian-designed, Canadian-built craft of quality to be completed. Tested at Oshawa Airport on November 5 by members of the Toronto Gliding Club who have purchased the machine, it proved itself successfully by carrying out almost perfectly the theoretical values of the design.

Les Racey, who built the Loudon at the University of Toronto, is to be congratulated on the results of his labours. The many patient hours and skillful work he put in on the craft are now paying off.

First to take a hop in the Loudon was W. Czerwinski, upon whose instruction at the University the design was based. Pronouncing controls in order, he handed over to Les Racey, who had the honour, as builder, of the first protracted flight.

Later, other members of the Toronto club flew the machine and were enthusiastic about its performance. Flight tests are continuing.

The Loudon is a high wing single place sailplane with cantilever wing, having a moderate aspect ratio and airfoil thickness. The main characteristic data are as follows:

Weight empty	362 lbs
Pilot & Chute	200 lbs
Gross Weight	562 lbs
Wing area	175 sq. ft.
Wing loading	3.21 p.s.f.
Aspect Ratio	11.6
Min. sink speed	2.3 fps
Best glide	22.1

During the test flights on the first day, Frank Brame, member of the Toronto Club, remained aloft for 45 minutes without difficulty under extremely poor soaring conditions, and pronounced the craft the first in his experience to demonstrate such high performance in that area.

Professor T. R. Loudon, head of the Aeronautical Department of the University of Toronto, whose generous support made the pro-

ject possible and after whom the craft is named, advises that plans will be available some time in the future at reasonable cost and it is expected that a number of gliding enthusiasts will postpone building until these are ready. Present prospects for glider building in Canada make the Loudon a stand-out, as cost of both drawings and materials for this machine is well below that of comparable craft in other countries, even if importation were an easy matter.

Bill 221, An Act to Amend the Customs Tariff, as passed by the House of Commons on December 6, 1949, MAY provide some relief from the situation prohibiting importation of used aircraft from the United States. Briefly, Item 1216 of Schedule C of the Customs Tariff, Chapter 44 of the Revised Statutes of Canada, 1927, as amended, has been repealed and a substitution provided which permits exemption by . . . "A regulation of the Governor in Council in any particular case or class of cases." In other words, a Privy Council Order is possible to secure, as the prohibition on importation . . . "has been found in practice to create hardship in some, and to be a handicap to production in other, cases. The amendment authorizes the Governor in Council to permit the importation in certain cases or classes of cases . . ."

The phrase "certain cases" intimates that a case may be judged on its merits. Those who may be interested in importation of used gliders, kindly communicate with the S.A.C., P. O. Box 851, Ottawa.

Representations by the S.A.C. to include gliding in the Government flying subsidy plan have been fruitless so far. Advisers to the Minister of Transport take the view that gliding is strictly a sport and of no practical value in the training of power pilots.

The Gatineau Gliding Club of Ottawa reports the actual flying accomplishment from July 8 to September 25, 1949. These figures do NOT include flights made during the SAC meet at Kingston:

Grunau	54 hours 54 minutes	55 flights
Olympia	32 hours 54 minutes	27 flights
Pratt-Read	38 hours 30 minutes	86 flights
	126 hours 18 minutes	168 flights

Tentative arrangements are being made to obtain the use of a workshop in which repairs might be started on the Pratt-Read. A thorough overhaul of the Grunau is also planned.

In Montreal, wedding bells rang out for Stefan Brochocki and Betty Poole in November. Steve is one of the foremost figures in the Candadair Soaring Club of that city and is at the moment overseeing the repair of the McGill Gliding Club's MU13.