CANADIAN SCENE

by DOUGLAS A. SHENSTONE

The Spring of 1950 sees much behind-the-scenes activity in the Canadian gliding picture.

During the past Winter the Soaring Association of Canada received numerous inquiries regarding the formation of clubs and availability of gliders. Some of these inquiries have now progressed to the point of actual formation and groups are seeking machines. As the Summer progresses it is fairly certain that at least two or three of these groups will actually form into active clubs.

With regard to clubs already operating, we can look to a considerable increase in the number of machines in the air.

St. Michael's Gliding Club of Buckingham, Que., will have their 2-22 back from Elmira shortly; the Montreal Soaring Council will have three machines active which had little use last year—one BG-6 ,one 1-19 and the MU-13. The Tenardee Soaring Club of Galgary will have their Robin in the air and perhaps their TG 3A. The Pratt-Read owned by the Knox brothers will see action this year at Dartmouth, N. S. Al Pow of London, Ont., will have his 1-19 in the air this year in addition to his LK. The Cadet owned by the Gatineau Gliding Club is for sale and should find a buyer before long; this machine was not active last year. The Gatineau Club's Olympia will also see more action this year with a new policy of financial responsibility in operation.

Unfortunately it is not expected that the Harbinger two-place sailplane will be completed before Fall.

Barring accidents, Canada should see some ten more good quality gliders in the air in 1950 than in 1949.

At least two clubs are purchasing tow planes. This alone is bound to increase their scope and encourage other clubs to do likewise.

The phenomenal succes of the S.A.C. meet at Kingston in 1949 encourages the belief that the 1950 meet planned for Montreal will be another step in an increasingly important annual gliding get-together. As yet there apppears to be little desire on the part of glider pilots to seek money prizes in such meets in Canada, the prime purpose of the meets being to train and check out instructors and make available a variety of better class machines to all qualified pilots who attend.

There is no unwarranted optimism in the belief that gliding in Canada is progressing rapidly on firm ground and that 1950 will be a high spot in the history of motorless flight in this country.

• *Catching Thermals*

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thermals is only one of many ways to accomplish this result. The other methods are essentially short cuts dictated by experience and skill. This article was written for the surplus gliders. Slower ships will find no difficulty in using this method. Soaring is far from a science and the author hopes this article will take some of the pains out of soaring.

SOARING REVIEWS

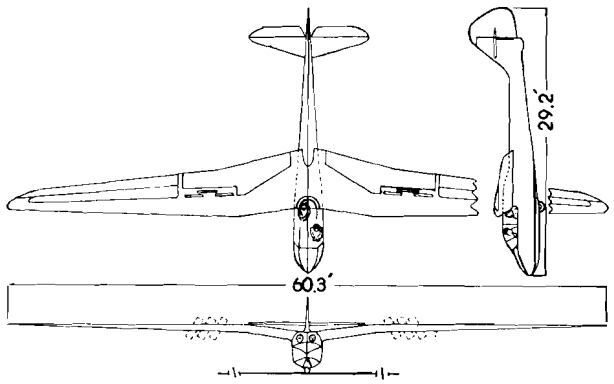
The Spyr Va, Hug, Schweizer Aero Revue, January, 1950, vol. 25, No. 1, p. 31-33. (In German)

(See Front cover this issue)

This is a description of a new two-place sailplane having an unusual seating arrangement. The pilot sits forward and to the left, the passenger to the rear and right. The three-view shows the principal data. Following are other statistics:

Empty weight	583 pounds
Gross weight	936 pounds
Wing area	217 sq. ft.
Aspect ratio	17
Est. minimum sink	2.46 fps at 40 mph
Est. glide ratio	24

In the text the glide ratio is given as 22 at 50 mph. Flight tests should resolve this difference. A strut braced two piece horizontal tail surface is used. A most interesting dive brake using three rotable rectangles protrudes from both surfaces of the wing.



• *Observational Studies*

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ing velocity would be the relative velocity between cloud and air observed by a person riding on the cloud. The dying cloud without turbulence is found on the side of the cloud toward which the relative velocity vector is pointing, and the rising updraft without liquid cloud is just outside its opposite boundary. Three-dimensional models constructed in this way for the cumulus clouds studied checked without exception with the observations. The observational picture was constructed mainly from horizontal airplane traverses with accelerometer (both up-and downwind traverses were made through the same clouds at several different flight altitudes) in conjunction with lapse-time motion pictures, pilot balloon wind soundings and visual observations both from plane and ground.

One interesting conclusion which may be drawn from this part of the work in that the common practice of estimating upper level wind speeds and directions from the motion of clouds may often be erroneous, especially in the case of active cumulus, whose motion has been shown to be highly influenced by winds near or below their bases.

*** Reference No. 49-51 of the Woods Hole Oceanographic Institution**