

# NEWS OF CLUBS AND MEMBERS

## AUSTRALIA

Fred Hoinville, of the Hinkler Soaring Club, Sydney, Australia has been making news with the Grunau Baby glider, sometimes referred to as the Model T of gliding (built in many versions the world over; Bow-lus Baby in the U. S.). Hoinville first drew attention by air towing a Baby almost 500 miles one day on a delivery mission. Later, on the day following the Narromine Meet he had a chance to fly the ship after two super soaring hours had gone by. He used the remaining six hours of the day to go on a 132 mile cross country. Details of the flight are published in **SAILPLANE AND GLIDER** and make fascinating reading.

There are about 400 gliding enthusiasts in Australia. They are all members of one or more of 16 gliding clubs. Nearly all of the gliding clubs that have reached any degree of development are located in or near the major cities which are close to the sea. There are no major cities very far inland. Soaring conditions inland, however, are vastly superior to those near the coast. A few promising clubs are now starting in country towns, although up to now they are not equipped and have not started to fly.

The country is divided into six States, Queensland, New South Wales, Victoria, Tasmania, South Australia and Western Australia, the large lump of country at the north, which is very sparsely populated indeed, being known as Northern Territory and directly administered by the Federal Government.

In each State there is a Gliding Association of which every club member is also a member. Each State Association has a governing committee consisting of two representatives from each club. These committees hold a meeting once a month. Each State Committee selects two Councillors for a body known as the Gliding Federation of Australia which was formed about two years ago and which has, as its constitution, an agreement drawn up and signed by representatives of each State Association.

We receive from the Federal Government a subsidy, to assist gliding, consisting of a sum of £2,000 per year. For the last two years this money has been distributed on the following basis: 75% of it has been distributed on a per capita basis for each gliding member of the gliding club. The remaining 25% has been distributed upon a points system depending upon the number of "A", "B", "C", Silver "C" and Gold "C" certificates obtained throughout the year. Spread amongst the many little clubs this subsidy makes no real impression upon the costs of gliding.

One good sailplane, such as a Weihe, a Slingsby Sky or a Schweizer 1-23, would cost about £2,000 landed here.

Our most serious deficiency is lack of gliders. We are short in every category. The best sailplanes here are Olympias. In the two-seater category there are a few local designs, one TG-3A and one L-K. We were recently able to assist the immigration to this country of Edmund Schneider and his son, late of Grunau, Silesia, who is well known as a pre-war glider manufacturer and who built the first Grunau Babies. He is very short of cash—and so are we—but we hope he will be able to commence glider production here soon. He is concentrating on a two-seater design known as the E.S.49 and has orders for three of these so far.

M. M. Waghorn, Secretary  
The Gliding Federation of Australia

## WHERE IS BUCKINGHAM?

At the recent Annual General Meeting of the Soaring Association of Canada, at which we were awarded the Roden Trophy for 1951, many queries were overheard such as "Where the h— is Buckingham?" to which certain persons who should know better replied "Some little hick Club up in the North West Territories."

We think you should know:

Buckingham, a town with a population of about 6000, lies some 25 miles to the East of Ottawa, on the North bank of the Ottawa River, in the foothills of the Gatineau. Until 1948 gliding, or flying of any description, was unknown in the district. In that year Brother Hormisdas, a Brother of Christian Instruction formed what was known as St. Michael's College Gliding Club. Starting with a Schweizer 119 and auto tows, and with the help of the neighbouring Gatineau Gliding Club (Chem Lecheminant and Shorty Boudreault in particular) we have now a Schweizer 222, the original 119, and a Tiger Moth tow-plane. We are the only club in the Dominion which has its own airfield (three miles from town) and hangar (built with our own sweat and blood). We have the good fortune to have the interest of the town in our activities and hope to raise the funds for the addition of at least one more glider to our stable during the coming season. All of which, we feel, is not too bad for "a little hick club".

We shall be glad to see visitors from the gliding fraternity at any time and show them such hospitality as is available so far from civilized parts. Better wait until the snow and wolves have gone before venturing so far though!

Sincerely,

Don. Melliship  
For Buckingham Gliding Club

## SOUTHERN CALIFORNIA

The SCSA recently selected as its home site El Mirage Field, location of the Briegleb Soaring School. El Mirage was selected as the site location because it offered the maximum for the least liability and expense on the part of the SCSA. After a vote of confidence at a regular SCSA meeting, the board of directors authorized President John Graves and Treasurer Dave Matlin to enter into a lease agreement with the owners of El Mirage for approximately 5 acres. The length of the lease is to be 15 years with option to renew; the terms, \$1 per year with the SCSA to pay a pro-rated portion of the taxes which at the present rates will be less than 5 dollars per year on the land and of course the SCSA will have to pay taxes on any buildings etc. that may be erected. There are two more very important provisions in the lease. One is that the SCSA will not engage in any commercial enterprises at El Mirage without the permission of the owners. The other provides that that SCSA must put on the property \$200 worth of improvements per year. The SCSA, will of course, have full use of the airport runways subject to field rules.

A master plan for a club house, dormitories, hangars and workshop has been prepared and efforts to raise the money to construct the first unit are under way.

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Ray Parker, one of the men from 29 Palms, is modifying the Tiny Mite so that it will be Dinamite to competitors by adding to wing tips to increase aspect ratio.

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Clark Johnson, is working on an ornithopter. He has some novel, though reasonable ideas of this form of flight, is an excellent mechanic, and may be the person to make a success of the flapping flying machine.

—From The Thermal

## CHICAGOLAND GLIDER COUNCIL

On April 27 Ken Flaglor initiated the season by soaring Ed Severson's 1-23 to 8700 feet above the field and making a 25 mile goal and return flight. Both are felt to be records for the State of Illinois. Kenny airplane towed from our base of operations at Wooddale Airport and flew to Libertyville and return. He still had 8000 feet on his return to Wooddale after one hour and fifteen minutes and stayed up a total of three hours before making his landing.

A second ship to make some warm up soaring flights was Joe Trefny's TG3 which was towed up into the balmy Texas-like thermals the following week-end. Kenny and his Waco did the towing honors.

A third ship which will be ready early in May is Flaglor's newly flat-topped TG2 which will have tandem