



Spiraling

with E. J.

More about our Columnist: — the Hisso required half a day's cranking before she would fire a lick. E. J. learned to crank her with a gasoline saturated rag stuffed in the intake.

To be continued

DURING 1953 WE CELEBRATE the 50th anniversary of man's first powered flight in a heavier-than-air machine. Two middle-westerners, the brothers Wilbur and Orville Wright, conceived and built this 'aeroplane' (including its 12 HP engine) in their Dayton, Ohio, shop. Inspiring the Wrights in this work was another middle-westerner, Octave Chanute of Chicago, Illinois. He had built and flown gliders, (of the hange type) from the sand dunes along lake Michigan. I think we may safely say, therefore, that both powered and motorless flight in America, had its birth in the Middle-West.

This great heartland of America continues to this good day to occupy a prominent place in world aviation — especially in the field of motorless flight. Since the days of Chanute and the Wrights, *all of whom were glider flyers first*, groups of skillful and aggressive motorless flight enthusiasts have continued to be spawned in this middle-western area.

Currently some of the larger and more active soaring groups in the Middle-West are: The Chicagoland Glider Council of Chicago, Illinois, the 'Vultures' Club of Detroit, Michigan, The Dayton and Toledo soaring aggregations in Ohio, and the Iowa Soaring Association at Cedar Rapids, Iowa. Also active, at three of the Middle-West's great universities are these collegiate groups: Purdue University Glider Club, the University of Illinois Soaring Club, and the University of Notre Dame Glider Club.

SOARING of February 1937, the second issue of this journal to be published, carried a feature story "Soaring the Sand Dunes" by Art Schultz, in which he vividly described a camp at Sleeping Bear Dunes near Frankfort, Michigan. This same site along lake Michigan's shores saw Chanute's first flights before the turn of the century. This may well have been the site of the first glider flights in America. If this is so, I think some thought should be given the matter of an appropriate permanent marker on Sleeping Bear Dune.

Later in 1937, SOARING for October carried an account by its editor, Lewin Barringer, telling of the Midwest Contest which was conducted at this Sleeping Bear site. Participating were many soaring greats, some of whom are still active soaring pilots. Mentioned were: R. E. Franklin, Ed Knight, John Nowak, Art Schultz, Scott Royce, Larry Ely, Bob Sparling, Bill Putnam and Bill Skinner.

In deference to their colorful background and enduring enthusiasm for the art, sport and science of motorless flight, this battered old cowpoke doffs his sombrero and bows thrice in the direction of America's great Middle-West.

E. J. Reeves

"Moswey" the name given by the designer H. Muller to his series of high performance sailplanes means buzzard, in the Zurich-Oberland countryside of Switzerland.

UP CANADA WAY . . .

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Compared to other clubs, the Buckingham Gliding Club has quite attractive flying rates. Through social activities held during the winter months and proceeds from an airshow in the summer, revenues of \$1000.00 per year have been realized. The flying deficit is balanced out of this sum and the remainder put aside for equipment. Thus, rates are low. Membership is \$10.00 per year, and aero-tow is \$1.00 to 1,000 feet and 25¢ per car tow to about 200 feet.

Of all the methods of training that have been tried out, the following has given the best results and has been adopted as standard. The pupil is started off with 10 dual flights in the 2-22 and given full control after release, so long as he does not put the ship into a dangerous attitude. He learns quickly the effects of the controls, their proper settings in straight flight and in medium and steep turns. Then he is given 15 car tows in the 1-19 with a 300 foot rope, the instructor signaling to him from the tow cad. Having mastered his take-off and landing technique he is returned to the 2-22 for instruction in aerotowing and preparing an approach. A check then reveals usually that the pupil is ready for his solo flight in the 1-19 in calm weather. The Club had one instance where a pupil made a "C" flight on his solo flight after this training sequence. Apparently the atmospheric conditions were not so smooth! Members of the Club have earned 11 "C", 7 "B" and 3 "A" certificates. The club also has three tow pilots.

Seven members of the gliding club, not contented with gliding, took up power flying with the Bradley Air Services. Three of them are now completing their Commercial. The Gliding Club has also been filmed by the National Film Board. The film called "Higher Learning" is part of a series entitled "Eye Witness." This aspiring young club also claims to have the youngest glider pilot in Canada at present, a boy of 14. Winter flying is to be carried out this winter on the frozen river just outside the town, where power flying was quite an attraction last winter.

Regardless of the future of the Buckingham Gliding Club, *it will nevertheless stand as tangible evidence that gliding is a very desirable high school activity*, that it can become a center of interest in flying and open new horizons as well as new carrers for the youth.