

CANADIAN NEWS

CANADIAN NATIONALS

The dates for the Annual Canadian National Soaring Contest have been definitely decided as July 1-10, 1959. Site will be Regina, Saskatchewan where the Regina Gliding and Soaring Club will be host. The western location is expected to give a different segment of Canadian pilots a chance at the top competition. A preliminary survey has indicated that six or more high-performance sailplanes from eastern Canada are expected to be flown in the contest, which, together with those of all types from midwestern Canada could make for a well-balanced contest. Rules are to be similar to those the U. S. Nationals.

The dates for the U. S. Nationals in Elmira, N. Y., are the same as those for the Canadian Nationals, however, the conflict is not expected to detract from either event. If anything, it will enhance both by giving pilots from both countries the opportunity to attend a nearby large contest. Certainly, such pilots from across the border are more than welcome at both Nationals. U. S. pilots intending to compete at Regina are urged to so advise the chairman of the Canadian Nationals Contest Committee, Julian Audette, 3423 Victoria Ave., Regina, Saskatchewan.

WETASKIWIN REPORT

The Edmonton Soaring Club plans a big season this, its third year of operation. Flying started in Mid-March, taking advantage of fine, early spring weather. This is two months earlier than is possible for the clubs in eastern Canada who are hampered by snow and spring thaw.

The Edmonton Soaring Club has just completed a rear canopy modification to its Schweizer TG-2 sailplane. Much improved visibility resulted with the addition of a bubble canopy. This allows the instructor to sit 9 inches higher than before. Before, visibility was notoriously poor. Many instructors used to fly with the rear canopy off. Although most of us in E.S.C. learned to fly with the old canopy, the new bubble is a definite safety improvement. Other TG-2 operators in Canada and the U.S. might well like to incorporate this modification which is D.O.T. ap-

INTERESTING GLIDERS

by PETER M. BOWERS



The Mu-22 presented in this issue follows the Mu-10 of 1933, presented in the previous issue, to show the contrast of twenty-five years in the products of the same organization.

About the only things in common between the two sailplanes are the steel tube fuselage construction and the wooden wings. The Mu-22 is a high-performance single-seater with the pilot seated well ahead of the wing, which is swept slightly forward for balance. The retractable single-wheel landing gear is also well forward of the center of gravity. The canopy is mostly flat-sided, but is rounded where it meets the nose. The increasingly popular Vee-tail is fitted and launching is by means of a center-of-gravity hook. Rounded plates are at the tips of the

54 foot wing, which has an aspect ratio of 20.35 and uses the American NACA 63 sub 3-618 airfoil throughout. A high L/D of 36 results from the laminar airfoil, the high aspect ratio and the fact that there is no aerodynamic twist to the wing. The speed for best glide angle is 50 mph and the speed for minimum sink of 1.85 feet per second is 42 mph. The wing area is a relatively small 146 square feet. Lift is increased by the use of a split flap under the trailing edge of the wing between the ailerons and the fuselage.

This sailplane is also used by the Lufthansa Airline employees in their soaring club. The photo was provided through the courtesy of Hans Gerwein.

proved. No turbulence or performance decrease was noted during tests.

In addition to the TG-2 two-seater, the E.S.C. owns a Briegleb BG-6 single-seater.

Member-owned sailplanes include two Hall Cherokee II single-seaters owned by Ross Grady, Jim Reid and Ken Lewandowski; a Laister-Kauffman two-seater, owned by Grady and Bill Harry; and a Fauvel AV-36 flying wing owned by club president Ed Cymbal. Roy Olson and club treasurer Bob Hamly. Two sailplanes are undergoing major rebuild. They are two-place Corcoran TG-1's owned by Hugo Peter and myself. Under construction are a high-performance Briegleb BG-12A single-seater by Don McLaughlin and myself, and another Cherokee II by a group of Hungarians.

—CHRIS B. FALCONAR

VICTOR BOIN CHALLENGE

The Aero Club of Belgium and the newspaper "Les Sports" are organizing the Third Victor Boin International Glider Challenge for July 5, 1959, at Gosselies airport near Charleroi, Belgium. The Challenge Cup will be kept for one year by the winner's National Aero Club, the winner himself being awarded \$400 and the next four pilots lesser cash prizes. The object of the Challenge is to soar the greatest distance in a straight line. The two previous competitions were both won by French pilots, Cottar in 1956 with 167 miles and Weiss in 1957 with 218 miles. The Challenge is conducted in the spirit of the Gordon Bennett Cups, through the generosity of Mr. Victor Boin, Vice-President of the Royal Aero Club of Belgium and President of the Belgium Olympic Committee.