

## GLIDER FORGOTTEN

When the old veterans found out their young brothers were playing around trying to fly, they shoved the glider in the barn and left orders to let it die a natural death.

The younger Eleys were grounded, but they had a bit of flying under their belts.

The old glider is pretty well decrepit now and likely wouldn't fly 10 feet. But the knowledge of flight it instilled in the members of this air-minded family can be seen if you visit the Regina Gliding and Soaring Club nearly any Sunday afternoon when air currents are good.

Harold, older and wiser and now an excellent soaring pilot, is president of the Club. He is the only one of the Eley family who lives in Regina.

But, when fluffy cumulus clouds make for good soaring, the rest of the Eley clan converge on the airfield and make a day of it.

Arthur, younger of the original "front porch pilots" now flies the power plane that tows the sailplanes into the air. He spells off Ken Turner, the club's chief instructor.

Some of the time he is towing new recruits to the flying family. This time there are four: Doug, Donald, Arthur Jr., and Joe.

Because there are milking and other chores to do back at Colonsay, speed is necessary for those assigned to the jobs.

### FORGET COWS

So, two of them bring the family power plane down to Regina and fly back home early. The rest make the trip by car and forget about the cows.

"Ain't much trouble to find a pilot," said Norman, a veteran of more than 3,000 air hours. "The one's that can't fly yet, darn soon learn. Have to. Otherwise they'd never get out of milking the cows."

## PROFILE—John Pomietlarz

For the last three years John Pomietlarz was CFI of the Edmonton Soaring Club.

John was born in Oswiecim, Poland, in 1916. At the age of 19 he started gliding, using the bunjie launch — which resulted in having to haul the glider back up the hill after each take-off. John pedaled his bicycle 20 miles each way to get in on this madness. Eventually he graduated to the Salamander sailplane, and soared for 3½ hours on one memorable day. On his Silver C cross-country — and duration — flight, of 70 miles, he waited three days for his retrieving crew!

In 1937 he was called to the Air Force, in which he completed a course in glider aerobatics and attained the instructor's rating. In 1939, with the commencement of the war, he was moved to Rumania, Syria, France, and finally England, with the Polish Air Force. In England they flew Spitfires with the Royal Air Force. John became a night-fighter pilot and put in 145 operational flights before being posted to a training unit. Then he went back to ops. in Mustangs. In 1944 John was awarded with the Virtuti Military, a high Polish decoration. He also holds the Cross of Valour with two bars, Air Force Medal and two bars, 1939-1945 Star, Aircrew Europe and Clasp, Defense Medal, and War Medal.

John came to Canada in 1948 and entered the garage business in Edmonton. In 1949 he was joined by Rica Read, whom he had met in England; they were mar-



Photo by Giorgio Apostolo

The Italian C.V.V.7 "Pinocchio" sailplane built by the Gliding Center of the Politechnic School in Milan. A high-performance single-seater constructed of wood, it has a wing span of 56 ft., AR of 19, NACA 4415 airfoil, 700 lb. gross weight and max. L/D of 33.

ried the same year. have one son, Paul. John and Rica are now proprietors of the Totem Motel, five miles west of Edmonton on the Jasper highway.

(Note: This profile condensed from an article by Jim Reid in *Towline*.)

## CALENDAR

Items listed in bold face type are to be sanctioned by SSA.

May 20-22. Soaring Contest, Hawkesbury, Ontario, Canada, Airport (60 mi. W. of Montreal). Contact: Box 1082, St. Laurent, Montreal 9.

May 27-28. Memorial Day Soaring Meet, Airport, Wurtsboro, N.Y.

May 27-30. 4th Annual Jim Swaengen Soaring Contest, Twinkletown Airport, Walls, Miss. (15 mi. S. of Memphis, Tenn.)

May 27-30. CBSA Memorial Day Soaring Meet, CAP Field, Richland, Wash.

May 27-30. 13th Annual Wright Memorial Glider Meet. For information contact: Soaring Society of Dayton, Inc., Far Hills Branch P. O. Box 581, Dayton 19, Ohio.

May 27-30. M-ASA Memorial Day Weekend Soaring Meet, Municipal Airport, Cumberland, Md.

May 27-30. 11th Annual Northern California Soaring Contest, Municipal Airport, Oroville, Calif.

June 24-30. "Thermal Days," Adrian Mich., Airport. sponsored by the Toledo Glider Club.

June 31-July 9. Soaring Camp in South Carolina, location to be announced. Contact C. A. Street, Jr., Rte. 1, Advance, N.C.

July 1-4. 1st Annual Great Plains Soaring Contest, Harvey Young Airport, 1500 So. 135th East Ave., Tulsa, Okla.

July 1-4. Soaring Meet, Georgetown, Texas, Airport, 30 mi. N. of Austin.

July 1-4. Northwest International Soaring Contest, Fancher Field, Wenatchee, Wash.

July 1-4. Midwest Soaring Meet, Adrian, Mich., Airport.

July 1-4. Soaring Contest, to be sponsored by SCSA at the Taft, Calif., Airport.

July 1-9. Soaring Excursion by Minnesota Soaring Club, Inc., Spearfish, South Dakota.

July 1 - 9. Soaring Get-Together, North Air Base, North. S.C. (30 mi. S. of Columbia on Hwy. 321.)

July 3-8. Eastern Open Soaring Championships, Harris Hill, Elmira, N.Y. Sponsored by EASC.

July 24-30. Annual National Model Airplane Championships, Willow Grove Naval Air Station near Philadelphia, Pa.

Aug. 1-10. 28th Annual U.S. National Soaring Championships, Municipal Airport, Wichita, Kansas.

Aug. 2-6. 9th Annual Experimental Aircraft Assn. National Fly-In. Greater Rockford Airport, Rockford, Ill.

Aug. 11. SSA Directors' Meeting, Wichita, Kansas.

Sept. 2-4. Southwestern & Texas State Soaring Championships, TSA Gliderport, 7 mi. S. of Grand Prairie, Texas.

Sept. 2-4. Regional Soaring Meet. Municipal Airport, 3 mi. W. of Joliet, Ill.

Sept. 2-4. Soaring Get-together on dry lake 17 mi. NW of Reno, Nev.

Sept. 2-4. Soaring Get-Together, Hiller Airport, Barre, Mass.

Sept. 16. SSA Technical Symposium on Soaring, IAS Building, 7660 Beverly Blvd., Los Angeles 36, Calif.