

## THE WINNIPEG FLYING CLUB

THE Winnipeg Flying Club was given its official start on Monday, May 28, by Hon. John Bracken, Premier of Manitoba. As part of the ceremonies, Mrs. Bracken broke a bottle of champagne over the propeller boss of the club's new D.H. "Moth," naming it "Miss Manitoba," after which both the Premier and Mrs. Bracken took flights with the instructor, M. de Blicquy.

On the previous day the field had been dedicated to the late Capt. F. J. Stevenson by Rev. R. Mutchmor, assisted by Mr. and Mrs. Joseph Stevenson, parents of the airman whose name was being commemorated. Mrs. Stevenson unveiled a grey marble tablet, which at present stands just inside the enclosure but will be moved to the club-house when the latter is built.

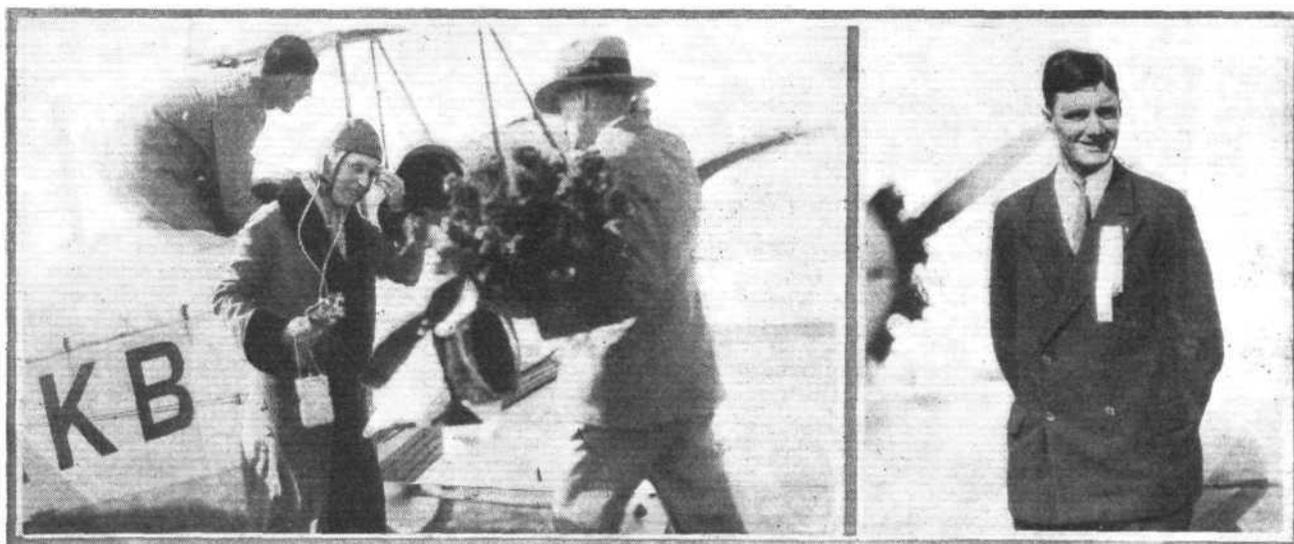
The main attraction to the seven or eight thousand people who flocked to Stevenson Aerodrome on the Monday afternoon was the visit of 13 United States planes on a goodwill tour from Crookston, where an air "Derby" and pageant had been held the previous Saturday. A Stinson-Detroit

the crowd what was perhaps its greatest thrill in a display of low flying on the Huff-Daland. Premier Bracken and Attorney-General W. A. Major of Manitoba, took flights in the U.S. army machines, and flying of various sorts was continuous all the afternoon.

Mr. Holman, Premier Bracken, Mr. Youngquist, and others, were speakers at a banquet in the evening tendered by the Junior Board of Trade, concluding a day which had been an outstanding success, particularly as it was Winnipeg's first flying meeting.

G-CAKB, the first Moth delivered to the Winnipeg Flying Club, was given its test flight on May 27 by M. de Blicquy, the instructor. From that day dual instruction continued as steadily as weather permitted, and two days of unremitting downpour on June 18 and 19 caused the first real hold-up. By that time the machine had flown 94 hours, of which seven were solo hours by the five ex-Service pilot members who had completed their dual "refreshers."

In all, 35 members are taking instruction at present,



WINNIPEG FLYING CLUB: Left, Mrs. J. Bracken, who christened the first D.H. "Moth" belonging to the Winnipeg Club, landing from the machine after a flight with Mr. Michael de Blicquy, and receiving a bouquet from the Chairman, Mr. Roy S. Parkhill, and right, Mr. C. W. ("Speed") Holman, operating manager of North Western Airways, Inc. St. Pauls, Minn., thrilled the crowd with his flying at the opening of the Winnipeg Club. He is noted for his record loops.

biplane, piloted by Charles W. (Speed) Holman, world's loop-the-loop champion, arrived in the first flight with two Curtiss Falcons from the 109th Squadron, Minnesota National Guard. They were under command of Major Ray S. Miller, and were led to the field by Capt. Shields, R.C.A.F., in a Whirlwind Huff-Daland, carrying as passenger, E. J. W. Loucks, secretary of the Winnipeg Flying Club. In the military machines the passengers were Attorney-General C. Youngquist, of Minnesota, and Colonel J. F. Nelson, Assistant Adjutant-General of the same State. The second flight of seven machines arrived an hour later, and included four Wacos, an Eaglerock, a Travel-Air and an American Eagle. Later in the day a Ryan Brougham arrived independently.

The grand fly-past of all aircraft followed immediately on the opening and baptismal ceremonies, after which the military craft remained in the air for a short demonstration and "Speed" Holman put his big four-seater through a repertoire of stunts. He later took up a Travel-Air and then the club "Moth" for aerobatics. Capt. Shields gave

five *ab initio* students being ready to go solo as soon as they can complete the prescribed 8 hours' dual.

One broken valve rocker-arm on the Cirrus engine, a new tail skid spring, one centre-section bracing bolt and a punctured tyre have been the only repairs needed to date. The second "Moth" is expected daily at the time of writing, its arrival being eagerly looked for by solists and prospective passengers.

During the week ending June 17, 25 hrs. 18 mins. were flown, which brought the total up to 92 hrs. 3 mins. Flights for that week numbered 347, bringing the total in that respect since the commencement of flying three weeks before, to 1,005.

Dual work took up 22 hrs. 43 mins. under M. de Blicquy, and 2 hrs. solo flying was carried out between four members. The machine was thought to have struck a rock whilst landing and damage was done to the rear of the fuselage, but repairs were effected and flying resumed. In the following week 16 hrs. were flown.

That brought the flying hours up to 108 and the number of flights 1,200.

## MONTREAL LIGHT AEROPLANE CLUB

THE followers of the light 'plane club movement in this country will have a particular interest in the Montreal Club, for its chief instructor is Capt. F. G. M. Sparks, who was Chief Instructor of the London Aeroplane Club before he decided to take up the Canadian position this year. The club started in Montreal in September, 1927. There was an enrolment of members totalling 128, but 1,700 applications were received. That number could not be handled, so a new system was made which arranged for 150 flying members

and unlimited non-flying members, but very soon it was found that 175 flying memberships were received whilst the non-flying membership totals more than 1,700. Many of the latter wish to transfer to the active side, but they have to wait for vacancies.

The cost of flying was based on data received from England and Australia, and also upon the advice of Mr. St. Barbe, of the De Havilland Aircraft Co., Ltd., who was in Canada at the time. It was proposed to keep the charges as low as