

Poland, Russia, and some other European countries almost all gliding training is carried on at government sponsored schools, civil or military. There is almost no expense to the pupil, and any physically fit boy who desires it may obtain a certain amount of flying training. However, only a limited number of these have an opportunity to continue with the sport: the schools are primarily intended for the preselection of personnel for the air forces and civil aviation, and those who do not make the grade are soon dropped. In the United States, on the other hand, almost all gliding is done by small private groups, usually owning only one glider or sailplane, which receive no financial help from the government. Although these groups have in some cases banded together to share the same flying field and launching equipment, they each operate their own aircraft.

In England a middle course has been pursued. Gliding clubs have been built up, and some of these have grown very large. Before the war there were five clubs with memberships of three hundred or more, and about sixty smaller ones. The larger ones were in many ways comparable to the better yacht clubs in this country, in that they provided social centres for their members as well as gliding and soaring facilities. At the flying sites they had built hangars, clubhouses, and workshops, and there were dormitories and dining facilities available for members who wished to stay at the club for a prolonged holiday. The size of these clubs made gliding training very cheap, and the constant inflow of new members made it profitable for the clubs to own and operate a considerable number of primary gliders and training sailplanes of all types. High performance sailplanes were for the most part privately owned by individuals or small groups within the club, but accommodation and launching equipment were provided. As a rule, professional ground engineers were employed, but instruction was given by qualified senior members on a voluntary basis.

It would seem that this latter system would be best for Canada to adopt. It is true that with a much lower population density than England there will not be so many large clubs, but every city of 100,000 population or more should be able to support a self-contained gliding club, with full training facilities. As has already happened in France, Argentina and Brazil, the better organized of these might in time become nationally recognized training centres, running regular courses each year which would be attended by members of the smaller clubs in the outlying districts, thus relieving the small groups of the cost of maintaining training equipment.

Something of the sort, even if on a small scale, is an immediate necessity. It is the only way to pass on the knowledge of the skilled instructors, now concentrated in one or two clubs, to the rest of the country. One club

has already led the way, and the first Canadian gliding training camp was held this summer. The start has been made, but it is up to the Soaring Association to encourage other qualified clubs to follow.

Another task is to encourage the local manufacture of gliders. At present high tariffs and freight rates force most Canadians to build their own, although a few have been imported from England. No gliding club can long survive if it must build and repair all the aircraft it uses, and the best solution to this problem seems to be to help the few Canadian manufacturers already interested.

Complete working drawings of carefully designed and otherwise suitable gliders and sailplanes must be made readily available to home constructors at moderate cost, if the gliding movement is to succeed. In this respect we are fortunate, as the Association already has available drawings of some fifteen or more modern types.

At present the classical method of training in single seat primary gliders and secondary sailplanes is most popular in Canada, but the Association intends to make experiments with the other system using two-place gliders, so popular in the United States. Experiments in field communication, and ground-to-glider radio transmission are now under way at one of the larger clubs under the sponsorship of the Association, and a frequency has been assigned for this purpose by the government authorities. A certain amount of work has already been done to collect statistical data for the aid of glider designers, particularly as regards weights. There is also some possibility that a sensitive apparatus that has been developed for measuring radiant heat can be applied to the detection of thermals.

At the time that the Soaring Association of Canada was formed it was suggested that two bodies with the same aims were hardly necessary in North America, that our ends would be better served by a single strong organization of all gliding enthusiasts, and that Canadians should enroll in the Soaring Society of America. Although this suggestion was given due consideration, it was soon decided that a separate Canadian body was needed to handle the many problems that have arisen. Nevertheless, it was hoped that a close affiliation could be maintained.

Mutually acceptable design requirements are very much to be desired. This would make gliders built to the rules of one country saleable in the other, and would simplify temporary licensing for competitions. It would also make it worth while to interchange design information and other data.

It is also reasonable that the full privileges of each organization should be extended to members of the other, which would permit the fullest possible participation in local and national meets, and have many other advantages.