

seaters into Canada. These are 3 Pratt-Read TG-32s obtained from the U.S.A. They are capable of quite good performance, but so far have been used mainly for practice. This year may see progress. Whether 2-seaters will be used for training or not is not yet known, but we now have an opportunity of comparing the merits of both single and 2-seaters for this purpose.

The location of suitable sites for gliding has concerned many of us. The country around Montreal, Ottawa and Toronto has been carefully explored. Hitherto only the Gatineau Club has used a hill site which is an excellent one. The rest of the operators have used flat fields and launched by winch, auto-tow or aero-tow. That good hill sites exist is certain. There is very promising terrain near Collingwood. In Alberta and British Columbia there is, of course, fine hill country but it is relatively unexplored for gliding purposes. We hope eventually to gather data on the whole of Canada and produce a soaring map. This will take a long time.

Having touched on some of the happenings of 1946 I shall now tell you something of the activities of the SAC, the national coordinating body. One of the major aims of the SAC is to further gliding and soaring in a constructive manner by cooperating closely with the Department of Transport. That Department could easily stop all gliding by making adverse regulations or by instigating adverse legislation. Until recently certain rules were in force which made gliding very difficult. By a positive approach to the Department suggesting regulations more favorable to gliding and yet safe, the SAC has been welcomed and its suggestions acted upon in many cases. As a result of our activities to date the Department has a certain amount of confidence in us, and this confidence we must keep at all costs. Unless the Department believes in the technical integrity of the SAC and retains confidence in the soundness of our actions and point of view, gliding cannot continue to grow in Canada.

The recently issued requirements for gliding instructors and gliding pilots (DOT Information Circular 0/41/46) were worked out between the Department of Transport and the SAC and a joint DOT/SAC committee studies all applications for certification. Perhaps some will consider the instructor's requirements are steep. If we want people to glide safely the instructors must be experienced and the requirements clear and uniform. That does not mean that requirements cannot be altered. They will be altered as experience dictates.

All gliders must now be registered. This is a first step toward certification. Later, when the DOT or the SAC can handle the problem it is likely that certification will be required. This will exclude the use of all gliders considered unsafe. So far we have no such ruling and for the irresponsible there is plenty of scope for trouble. However, one can be safe by using only SAC approved types and keeping them in good shape.

The SAC has been working recently on obtaining DOT approval of a hook installation on tug aircraft. A scheme is now approved for the use of the Otffur hook on a Tiger Moth. Conditions have been laid down for the approval for other tug types and other hooks. Up to now there has been no approved tug installation. At any time the DOT could have stopped all aerotowing. We appreciate the Department's leniency in permitting

it. The drafting of such conditions and the design, manufacture and test of a prototype hook installation is a difficult job and those SAC members who worked on this are to be thanked for their efforts.

An inspection handbook is now being prepared. A first draft was made by Mr. Filip and F/L LeCheminant is carrying it further.

Airworthiness requirements for Canadian designed gliders are being slowly prepared. This is a heavy job and due to other work has not progressed far during 1946.

The SAC has in 1946 undertaken to relieve the Royal Canadian Flying Clubs Association of part of the responsibility for representing in Canada the "Federation Aeronautique International." Working through the RCFA the SAC will issue A, B, C and other certificates, appoint observers for records and other purposes and keep members informed of F. A. I. requirements. After all, we are looking forward to making and breaking some records, and without proper procedure the F. A. I. will not homologate them. For the privilege of doing this work ourselves we now pay one-third of the F. A. I. fee for Canada.

A stock of B and C badges has been ordered and should be available soon.

The SAC is working on equipment which is useful and necessary for gliding operations. Drawings of a pulley tow scheme devised by Dick Noonan of Winnipeg will be issued soon. The development of an improved release hook is progressing in Winnipeg and Ottawa. Drawings of an SAC winch are near completion in Ottawa. Other items are under consideration.

SAC members are guiding the development of a training sailplane at the University of Toronto. This has been made possible by the vision of Professor T. R. Loudon and when the prototype flies it may be the beginning of the first Canadian school of design. We hope for this and are assisting Professor Loudon to the utmost. In the future we may hope for the emergence of Canadian high performance designs from this or other universities.

Only recently the SAC has been successful in obtaining a ruling that gliding clubs approved by the SAC may be chartered in Ottawa without paying a fee. Since the fee would otherwise be \$100, every incorporated or chartered club is saved this much.

In these ways I think the real value of the SAC is shown. Through the SAC a combined approach can be made to government departments and to other organizations. Problems can be solved once for everyone instead of piecemeal and locally and repetitively. Only through the SAC can a general picture of development be seen. Without the SAC you have to work in a corner and with it you work in the open and see what goes on.

During 1946 the SAC was fortunate enough to receive financial backing from a number of interested firms, and could not have accomplished what it did without their help. The firms were: British Aero Engines Limited, Canadian Pratt and Whitney, deHavilland Aircraft of Canada, Dowty Equipment Limited, Goodyear Tire and Rubber Company, Massey-Harris Limited, Rolls-Royce Limited and the Toronto Star Weekly.

The great interest shown by the British Aviation Insurance Company in the SAC is outstanding. This

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