Jet Propelled Sailplane

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watching it fly, it appears to have excellent soaring possibilities, a very flat guide and low sinking speed, even as heavy as it is. Nicole demonstratd slow flight characteristics of the Fouga by coming in low with flaps and sopilers open, under reduced power, and it appeared that he was doing not more than 55 mph. By applying full power he would gain altitude, though slowly, and keep on going. As with most jet powered aircraft, the take off run of the Fouga was quite long even in the 25 mph wind, and climb slow in the beginning. Once the critical speed was passed the sailplane climbed like a homesick angel. According to the designer the stalling speed of the ship, with flaps down is 41 mph.

The prime purpose of this machine and future improved models is the exploration of standing waves. Due to the high ceiling of 30,000 ft. which can be reached in approximately one hour without help of upcurrents, contact with the wave can be made with a minimum of effort. They have two under construction now, one a single place machine with a retractable jet unit and one a two place sailplane with engine, of greater power, located in the fuselage with side air intakes and the exhaust out of the tail.

From my observation, I am convinced that a jet is the answer for auxiliary powered sailplanes, due to its low drag properties and installation facilities. Unfortunately the price and unavailability is a serious stumbling block. The durability and time between overhaul is no longer a problem. The Turbomeca on the Fouga Cyclone in Miami had a total of over 250 hours; I believe it was closer to 300. It was taken down once after 150 hours and inspected. There was absolutely nothing wrong with it that required replacement or repair. 250 hours between overhaul is a long time for a power plant which is used as an auxiliary.

Design For Comfort

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I will design the enclosure to fair into the fuselage lines smoothly and closely over my head with the seat in the reclining position, and to open up to become a sort of open-cockpit windshield when I sit in the erect-back position, giving me an open cockpit for take-off and landing, and a well-faired closed cockpit while soaring.

I am passing these ideas along for what they may be worth in the hope that they may appeal to someone who is contemplating building a sailplane, and that they may assist him in finishing up with a cockpit more comfortable than some I've known.

CANADIAN SCENE

By DOUGLAS A. SHENSTONE

THE Gatineau Gliding Club of Ottawa played host at the S.A.C. Annual General Meeting on 11 February at Standish Hall Hotel in Hull, Que.

Delegates from Toronto, Montreal, Kingston, Buckingham and Quebec City attended and 50 members took their places at the banquet in the evening.

Election of officers saw S/L A.N. LeCheminant as President again, with Jack Ames of Toronto as Vice President, and John Agnew, Montreal, Barrie Jeffery, Arnprior and D. A. Shenstone, Ottawa as Directors. Nadine Harley, Ottawa was appointed Secretary

Mr. Charles Travers, Superintendent of Air Regulations, Department of Transport outlined regulations proposed by his Department. Briefly these involve a student pilot permit and a glider pilot license to be issued by the Department. Stressing DOT's belief that there appeared no need to set up stringent regulations which might interfere with the sport and prevent its spread in Canada, Mr. Travers stated that standards for qualification would compare favorably with those already in force as set up by S.A.C. He warned, however, that no assurance could be given of financial support through his Department, and the recent publication of 1950-51 Estimates, in which Treasury Board by-passed DOT's recommendations has born out his remarks.

H. M. "Mac" Wilson, Inspector of Civil Aviation also attended the meeting and advocated a central gliding school at least once a year for the primary purpose of standardizing methods of instruction and keeping instructors up to date on new techniques. There was danger, he said, of instructors in isolated areas falling far behind the times in methods of briefing and ground training. He complimented the S.A.C. on its instructor's meet at Kingston last summer, which he attended.

A new award was made for the first time this year with the proclamation of Al Pow, London, Ont. as the National Champion. Based on a point system for the five best flights of the year, Al polished off 254 points, almost double the points of the runner-up.

Barrie Jeffrey took the B.A.I.C. Trophy for his 88 mile flight from Carp to Coteau Landing in the Gatineau Club GB, and Montreal Soaring Council was awarded the Roden Trophy for the best use of club equipment, with some 80 air hours for one glider.

Next year's annual instructors' meet came in for lengthy discussion. S/L LeCheminant advocated Victoriaville, Que. on behalf of George Illaszewicz; Barrie Jeffrey for Carp; Al Pow