Dec. 12, 1930.

Vol. 1. No. 15.

THE SAILPLANE AND GLIDER

Price 3d.

THE SECOND STEP.



A pilot trying to soar in one of the Pruflings which belong to The London Gliding Club. This intermediate type is not used for gaining "C" Certificates in Germany, but is popular over here.

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TO BE DONE AND DONE QUICKLY.

The coming *Daily Mail* Competition and the handsome list of B.G.A. prizes make the need for sailplane pilots imperative. We have already mentioned the paucity of even "A" pilots in this country, though now, as a result of the Dagnall Prize, there are a number of pilots waiting to take their "B" Certificates with a consequent demand for machines of the Hols der Teufel type. The glider manufacturers in this country are fully alive to this need and we expect to see quite a variety of secondary and intermediate types on the market during the coming year.

But this very concentration on machines of the intermediate type is harmful to the extent that it precludes the production of British high efficiency machines. Now



HIGH EFFICIENCY.—The Meinigen which has a pure cantilever span of over 70 ft.

that we are to have a big competition in the Summer with adequate financial reward, THE SAILPLANE hopes that some of this reward may be reaped by the manufacturers who have been so enterprising.

Intermediate types are able to achieve duration records, but cannot vie with high efficiency types for climbing to record heights and flying across country. These high efficiency types require a long period of apprenticeship before the pilot can handle them properly. So far as we know there are only two in the country at the moment and both are Kegel Professors, one belongs to Miss Susi Lippens and the other is privately-owned by a member of The London Gliding Club, who, so far as we can ascertain, has not yet acquired any Certificate.

Therefore at the moment, even if there is some budding talent—and there are only five "C" Certificates in the country—no mounts are available for them on which to try their skill. It is no good waiting until the Competitions and then hoping that the pilot will be able to effect an outstanding performance on a machine which has just left the shop.

The pilot must start practising now. This is essential, for our pilots as opposed to those from abroad, against whom they will have to compete, have had no practice, nor has any Englishman as yet achieved a cross-country flight of any length, stayed in the air for any time approaching the British Record or reached any height of consequence.

We have little doubt that such performances can be achieved. Mr. A. C. Haller, who made a number of friends when he was over here recently, won the long distance prize during the Soaring Competitions at Elmira, U.S.A., which finished on Oct. 5 last, with a flight of 21 miles. Now here is the interesting thing. Mr. Haller was trained in Germany but is an American. His machine was the *Schloss Mainberg* which was built in Germany and this year put up a duration record for the Wasserkuppe of over nine hours. The pilot was Herr Hemmer. The *Schloss Mainberg* had been flown with distinction the preceding year by Herr Edgar Ditmar. Thus it has a history.



The Schloss Mainberg.

The American renaissance of gliding has been longer in existence than our own and yet they have not produced a machine which compares with the German. No flight came near to Mr. Haller's except that of Herr Wolf Hirth, who beat it, and he was using a Kegel-built machine. There are some American-built sailplanes of similar appearance but they have been built in America to the design of a German.

From all of which it looks as though our pilots should at least go ahead and learn how to handle German machines. Whether such pilots are Club entries, members of private syndicates or even solitary adventurers, they must acquire high efficiency machines.

Presumably such people will then have to establish camps along the various slopes which offer good chances to the expert sailplaner, in the Chilterns, the North Downs, the South Downs, and the Wiltshire Downs, to mention a number that the Southern reader knows. There are an equal number in the North as has been shown by the successful ventures of the Scarborough Club.

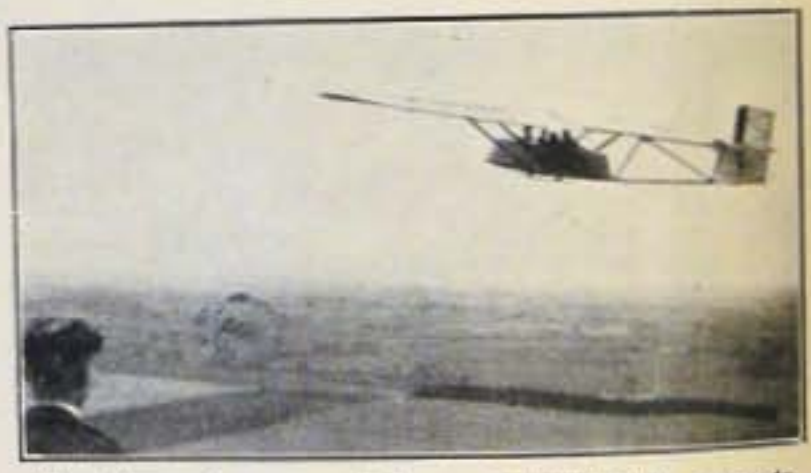
While pilots are practising on these machines, manufacturers can concentrate on their special high efficiency models, but pilots must start practising.

Elsewhere in this issue are some observations by a pioneer of the Movement who has felt constrained to criticise the lack of constructive policy within Clubs as a whole. We agree with our contributor that a definite policy of advanced instruction is essential, but would remind him that had it not been for the valiant efforts of the Clubs to provide tuition with inadequate tools and untrained teachers, there would have been no Movement. These Clubs have achieved something never before achieved in this country or perhaps in the World. They have offered the ordinary rather impoverished man a chance of flying even for a brief while in charge of his own machine at a price with which no flying club can compete.

If we had waited for a School there would have been no Movement. The moment is ripe for the formation of a National Gliding School and in well-informed circles the idea is being discussed. The formation of a National School would certainly make things easier for the Clubs and reduce their repair bills, but how well we have learnt from experience may be gathered by a perusal of our "News from the Clubs." The number of stoppages due to a crash is now remarkably few.

There will be plenty of people putting up quite creditable flights by the end of next year, but we do want some advanced pilots who will make a habit of soaring and we must concentrate on getting them and helping them.

In this connection we would advise readers to turn to the Correspondence Page, where they will find that The North Kent Club announce the formation of a Scientific



The Poppenhausen which a correspondent suggests should be used for exploring air-currents.

Section with the avowed intention of exploring Air Currents. We heartily welcome the idea and suggest that other Clubs should follow suit. We also commend the suggestion that a Central Committee should be formed to co-ordinate the work.

A Committee is probably unnecessary and will cause more work to be piled upon the already overworked secretarial staff of the B.G.A. Let us have a Meteorological Commissioner with the power of co-ordinating research and advising Clubs as to the best practice. If it is made a one man job it can be dealt with all the more easily.

Further, this has an important bearing on our plea for concentrated sailplane practice. The Commissioner could spend much of his time examining conditions along the practice routes and so help the sailplane pilots with many of their problems.

In spite of the criticism which this paper and others have levelled at the Movement as it is, there is little doubt that so much real hard work and enthusiasm cannot count for nought and in the Soring we shall see the effect of our sowing, and the more thought that has been expended in the sowing, the better will be the harvest.

AN IMPORTANT LECTURE.

All readers of THE SAILPLANE who can possibly manage to get to the Library of The Royal Aeronautical Society by 6.30 p.m. on Dec. 17 are hereby earnestly advised to do so.

On that date Sir Gilbert Walker, F.R.A., R.R.A.S., M.A., who is a famous authority on his subject, is to lecture on Soaring Bird Flight.

The address is 7, Albemarle Street, W.1, and the nearest Tube Station is Dover Street.

A PIONEER CRITICISES.

Gliding, in its present resuscitated form, has now passed its first birthday. On Dec. 4, 1929, the Gliding Lunch was held at the "Comedy" Restaurant in London, as a result of Mr. Douglas Culver's efforts in getting enthusiasts together through the medium of THE AEROPLANE. Out of this occasion, *The British Gliding Association* had its being, and a Provisional Council was elected. It might therefore be of some interest to examine the progress of the Movement during this period.

According to the most recently published figures there are something like 60 Clubs formed, (We have the names of over 80.—Ed.), or in the process of forming, representing in their entirety at least 3,000 Gliding enthusiasts. Five Glider pilots have obtained their A, B, and C Certificates, signifying that they have remained in the air for at least five minutes. Whenever week-end weather allows, about 350 gliding enthusiasts are assiduously practising throughout England and Scotland, and every Saturday we read THE SAILPLANE and learn what the other fellows are doing.

Yet we are criticised by people of authority as wasting our time—tobogganing through the air down our local slopes—operating Gliders which are very inefficient compared with such and such a machine built years ago. Although a great offender in the matter of tobogganing, I admit that I subscribe to the criticism.

There is far too much Primary Training work going on! Primary Training, instead of being an essential means to an end, is tending to become the aim and sole object of practically every Club in the Country. And the reason? Entire absence of definite and progressive policy, or indeed of any policy at all in the organisation of most of our Clubs.

In the course of my duties, I have visited a large number of the Clubs in England and Scotland, and, with few exceptions, I find that they are very poorly organised indeed. The present Gliding Movement has drawn the pick of youthful aviation enthusiasts, but it, or they, have entirely failed to secure the support of either Capital or real organising ability.

Let us examine the general conditions prevailing during the formation of a Gliding Club.

Generally, as a result of information gained through either the Technical or Lay press, one or two people become enthusiastic, decide they want to learn to glide, and then set out to find others with the same desire. A meeting is held, to which are invited all those interested in the sport. Few of those attending know one another, yet they solemnly set about electing a Committee to set things going.

Naturally, as they are practically all strangers, little or no discrimination can prevail during the selection of officials and actually, it is the rule that the most willing enthusiasts fall into the various jobs of running the new Club. Occasionally, they number amongst themselves individuals with either good organising experience or ability. Then, they are fortunate. Too often, unfortunately, they are, collectively, entirely ignorant of organising or business principles. Financial troubles will definitely engulf these Clubs within the first two years of their existence.

Supposing a Club to have survived its first twelve months and the next subscriptions become due. If the Club has not been properly organised and operated by people who really know how to do it, the members will not spend any further time or money. They join a Gliding Club for Gliding experience, and the measure of their Club's success is the amount of Gliding provided for them; therefore, they will not say—"well, we've not had much fun out of this, one glider going (when it wasn't in the repair shop), but still, our Committee have been very keen and didn't spend fivepence when fourpence would have done, so we'll pay our subscriptions again."

Clubs that are being formed and operated *without* a clearly defined policy laid out to provide progressive gliding and soaring facilities for their members this year, next year and the year after, and those that have scraped together, or are scraping together, sufficient money to buy their first (and only) machine and perforce must use it until an accident intervenes, when they will have to cease operations until the necessary amount of scrounging around accomplishes the required repairs, will both ultimately come to such an end as outlined above.

This all sounds very disheartening, but it represents a dispassionate review of existing conditions. For proof, we have only to examine Gliding progress. The longest flight by a member of a British Gliding Club is one of about 55 minutes. Why? Because we are all concentrating on Primary Training! And in what way are we cleverer, after all this Primary Training, than the Gliding Pilots who participated in *The Daily Mail* Competitions during 1922? Machines exist which are capable of surpassing the results obtained then, but we do not use them.

How many Clubs, having organised themselves on a businesslike basis, and therefore in a position to see the source of their income for some years to come, are able to point to an operational scheme whereby they are going to pass out so many soaring pilots per year? Apart from being able to point to their intentions during the next year's operations, how many can even show a budget to support their idea of obtaining sufficient money to operate at all in the future?

The outlook of the whole Movement is not a bright one at present. And the root of the whole trouble is lack of money. Even *The British Gliding Association* is seriously hampered in its intentions through insufficient funds. They know exactly what is wanted and how to ensure all-round success, but they are entirely prevented from taking the initial steps.

There are two ways of putting the whole Movement on a proper and sound basis. The first and the best, is the founding of a National School of Motorless Flight, organised on the lines of the Rhon-Rossitten Gesellschaft. By this means, the enthusiast would be economically and properly taught to soar. Clubs would exist to provide soaring facilities for these people and as the risk of damage and cost of operation would be infinitely less, more would be offered in the way of facilities and the net result would be greater and more permanent support to the Movement simply because everyone would be more satisfied.

The other way, and the more difficult one, is to see that every Club is backed by the best organising brains and business ability obtainable in its own district, operated as a business concern and with a clear-cut programme of work.

Our Clubs have the most wonderful enthusiasm imaginable, but, unfortunately, enthusiasm will not run a business successfully, neither will it definitely secure the future of a Gliding Club.—C. H. L. W.

THE WORLD'S DISTANCE RECORD.

The Fédération Aéronautique Internationale, whose duty it is to attend to such things, have homologated Herr Kronfeld's latest record for distance.

Officially the Record is in Class D (Flight without engine). The flight was made in *The Wien* on Aug. 24, 1930, from the Wasserkuppe to Wölsauerhammer, a distance in a straight line of 164.51 km. (102.1 miles).

TO BE BEGGED, BORROWED OR . . . .

Reference has been made in THE SAILPLANE to a very excellent film of soaring flight taken at the Wasserkuppe by Messrs. Dudley Hiscox and Ashwell-Cooke. Mr. Hiscox tells us that the B.G.A. has copies of this film "for furthering the cause." Our advice to Clubs, and Mr. Horace Wright in particular, is contained in the heading of this paragraph.

DON'T ARGUE!

Cut your Committee Meeting short and decide on an

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THE AMERICAN RECORD.—Some pictures sent by Herr Wolf Hirth who recently made the American Distance Record of 33 miles. Top, left, his sailplane, "The Musterle," on its journey. Bottom, left, after landing at Endicott. Right, how the machine is towed around.

GROUND ORGANISATION.

Flt. Lt. B. Fitz-James Haythornthwaite, R.A.F., M.S., a founder-member of the Eastchurch Branch of the Kent Gliding Club, has been much impressed with the fact that at so many meetings (of a non-competitive sort) those who do the work do not get a fair proportion of glides.

He has therefore evolved a scheme which, though complicated in appearance, is simple in practice and has been working well at Eastchurch. He has three "Working Officers" at each meeting. These are "Instructor," "Job Master" and "Rigger," each of whom has his special duties and responsibilities.

An attractive feature of the scheme is that not only does it ensure a fair and equal division of labour and fun (that is gliding), but it enables members to be trained for the onerous responsibilities of "Instructor," "Job Master" or "Rigger." We should be much interested to hear what other Clubs have to say about the scheme and to hear of the methods which they have evolved for training.

Meetings Where One Glider is Used.

1.—At each working meeting there should be a Staff of three.

An Instructor in charge of the work of his own glider and staff, who teaches gliding.

A Job Master who opens a waiting list of members as they arrive for work and from it picks working teams in sequence of work already done and thereafter in the sequence of arrival at the meeting.

A Rigger who rigs and stores the glider, does its running repairs and holds the tail.

Each member of the staff in return for services rendered is entitled to a glide should he wish. All other glides are earned by members in the ratio of 10 pulls and bring-backs=1 glide (provisional and liable to daily adjustment).

2.—As a rule not more than one demonstration glide in 10 is given by the Instructor or staff. The rest are instruction glides for pupils, as they earn them by work done. The glider will be invariably flight-tested before the start of instruction by the Instructor. This test will probably be additional to demonstration.

3.—The Job Master, besides recording the actual work of each member of the teams, opens a waiting list for the teams in the sequence in which members report to him on their arrival at the meeting.

4.—Except as in paragraph 7, once a place in a team has been vacated, it cannot be regained except through the waiting list.

5.—It is in members' own interests to report to the Job Master immediately on arrival at any meeting and when about to leave any meeting, as their place on the rope and in the waiting list depends upon the sequence in which they do so. Members must keep a log-book and record therein remarks made by Instructors.

6.—Any member who has earned a glide by 10 pull-offs, transfers to the waiting list, and (should more than one so qualify simultaneously) in alphabetical order.

7.—Any member temporarily leaving the rope to draw his glide either in advance or in arrear, shall not be considered as having created a vacancy. He can return to the rope after his glide until he has finished his 10 pull-offs. He then goes to the waiting list. Similarly any member on the waiting list who provides a temporary relief on the rope for this purpose shall not change his position on the list by so doing. In other words, glides drawn (either in advance or in arrear) do not interfere with working sequence either on the rope or on the waiting list.

8.—It will be appreciated that instruction pull-offs often only go half-way down the hill, and are then repeated with a fresh pupil. These double pull-offs only count as one pull-off-and-bring-back to each member of the team. Thus what has actually happened is that two glides have been worked off though only one has been earned (by the team as a whole, by their 10 collective pull-offs).

A reserve glide has thus been created which can be used by the Instructor at his discretion—to introduce a prospective member; as a demonstration; or for his staff, or their understudies, etc. The Job Master can easily tell his Instructor at any moment how many reserve glides are in hand, by keeping a note of each reserve glide created by a double pull-off, and tallying these against any demonstration glides given.

9.—The reserve thus created, if unexpended, cannot be carried forward from meeting to meeting in the same way as the work done is brought forward to credit of members.

10.—Thus, apart from qualifying by office, viz.: by work done as a member of the meeting's staff, there is only one way into the glider and that is along the rope.

11.—If more than one member at any time arrives at the 10 pull-off mark and so qualifies for his glide such members should all be given their glides or transferred to the waiting list in alphabetical order. This ensures a uniform flow of members through the waiting list on to the rope.

12.—A member who has just glided should be responsible for and participate actively in the bring back of his glider, and report to his Instructor on his return.

13.—At any working meeting the Instructor is in charge of his own glider only and can direct the proceedings to begin and to close at his own discretion. He should not exceed his reserve of demonstration glides as this will cripple his successor at the next working meeting (vide 9).

14.—Any member who has earned but not obtained a glide at any meeting is entitled to a glide at the next meeting. Members so qualified will be brought forward in the same sequence as that in which they qualify. But every effort should be made to grant glides as they become due.

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15.—This entitlement-brought-forward does not in any way effect a member's work at the next meeting. He is to begin work as though he had no entitlement to his credit

16.—These notes are only intended to apply to ordinary working meetings where the routine of instruction is in progress.

The circumstances of Demonstration meetings are so entirely different that these notes cannot apply.

17.—It is most important that at no meeting proceedings are closed unless each demonstration glide has been covered by a double pull-off. Otherwise a debit of work done on glides given is carried over to the next meeting at which new teams will probably be at work. At each meeting all demonstration glides (by which is meant glides not earned by rope work) should immediately be cancelled by double pull-offs.

MEETINGS WHERE MORE THAN ONE GLIDER IS IN USE.

1.—Instructors should work independently under the direction of a Marshall, in whom is vested all responsibility for the meeting. The Marshall can determine when work shall start and cease and so direct his Instructors as to ensure an absence of over-lapping and a uniformity of rotation.

2.—If any glider in use is rendered unserviceable for the rest of the meeting, no member of the staff or team on the waiting list can transfer his name to the waiting list of any other glider except through his Job Master.

3.—The Job Master will first satisfy his Instructor that the damaged glider has been satisfactorily disposed of, stored, dismantled, etc., before effecting the transfer, which he will see is in the existing sequence of members.

4.—The Instructor in charge of any glider has the right to refuse to allow to be placed on his waiting list for the day the staff or team and or waiting list of any other glider which has become unserviceable in use, if he thinks that by so doing he will limit the amount of novice training he could otherwise carry out.

WORKING OFFICE.

1.—It is in the Secretary's interest to arrange a staff for each meeting with understudies who can later provide reliefs and for which members be asked to volunteer.

2.—All members of a Club should be given equal facilities for qualifying to hold working office.

3.—Any member who applies to his Club Secretary to hold office at a meeting should be given every facility to understudy with his predecessor and once he can satisfy his predecessor should be allowed to hold the office for which he has been trained.

4.—Volunteers for office should sink their individual wishes and train for and hold whichever office the Secretary allots to them. No member should be allowed to volunteer for the office of Instructor or Job Master or Rigger only.

ONE WAY OF TRAINING.

One of the earliest gliding Clubs to be founded in the United States has been trying out a method of training rather similar to a device used in the early days at Brooklands. The American Club suspend their glider from an overhead cable so that in a light wind it can answer the controls to some extent.

The obvious difficulties are variations in wind speed and variations in the weights of pupils. The latter variation could be met by re-balancing the glider each time.

A CHANCE FOR SOMEONE ELSE.

Now that there appears to be the beginning of an industry in the Gliding Movement chances are appearing for the man with initiative. Last week we referred to a new firm which is being formed; now we hear of a chance for a young man with personality.

The candidate should have flying experience and an intimate knowledge of some foreign country. He must naturally have confidence in the potentialities of Motorless Flight and some small capital. An ex-R.A.F. Officer with Staff experience would be preferred.

Letters should be addressed to "B," c/o THE SAILPLANE, 175, Piccadilly, W.1.

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CORRESPONDENCE.

The S.B.G.M. and Other Matters.

Sir,—Many others who have taken part in the "toiling, rejoicing, and hopping" which has marked this first year of our effort to create a sound foundation to the British Gliding Movement will join with me in welcoming the interest shown by Mr. H. V. Roe in the letter which he contributes to the current issue of THE SAILPLANE. The true significance of this gesture can only be fully appreciated by those who have spent this first year of the British Gliding Movement "in the field," rather than in the contemplation of the subject from a lounge armchair.

Whatever may be the ultimate link between the proposed Society of British Glider Manufacturers and the Society of British Aircraft Constructors, we have the assurance that the accumulated knowledge and experience of the latter powerful body will more readily be available to us by the association of such men as Mr. Roe with our efforts.

In your leading article in the issue under notice, you deplore the fact that no Englishman has yet beaten records made in this country eight years ago and ascribe the reason for this to the fact that few have taken the trouble to investigate the chief factor concerned with the problem of soaring, i.e., the wind currents.

While I recognise that no pilot of a sailplane without complete knowledge of the local atmospheric conditions will be able to stay in the air long enough to learn anything, at the beginning, I think that the real cause of the present state of affairs may be found to have a very close connection with the slender financial basis upon which all the Gliding Clubs have necessarily been established.

And, in my opinion, this is all for the best: we have not increased the death rate with our kites and primary gliding machines, but we might have been tempted to do so if we could have had the use of machines capable of securing "C" Certificates.

The present urgent need in the British Gliding Movement is to show the majority of the Clubs already formed how to acquire knowledge from kites, free balloons, smoke, and primary gliders, rather than encourage them to try to run before they can walk. Playing to the gallery with auto-towing is one method of so-called gliding which will, in the near future, bring the real sport of gliding into disrepute.

It is often my privilege and pleasure to receive at our gliding ground the parents of boys and girls whom they have entrusted to us for gliding instruction. If I was responsible for kiting these valuable recruits to our cause at the end of a string attached to an automobile, I could not look these people in the face. There are other aspects of the matter of which I am fully aware, but the point I make here should be the principal one to guide us at present.

In conclusion, it may interest The North Kent Gliding Club, who ask for an opinion regarding a hempen extension to the ordinary elastic launching rope, to know that we have for some months had very successful results from the use of a five-yard (a yard for each shoulder in a normal crew) hempen extension to each end of a 35-yard cord.

I will endeavour in the near future to tell your readers something as to the best method of attaching the hempen rope to the elastic shock-cord, and also its advantages in use, but I fear that I have already trespassed too far on your valuable space, so I must wish you continued good-luck in your very commendable effort and remind you that in your review of the work of the past year you have neglected to mention the great service which has been rendered to our cause by Mrs. Joan Bradbrooke and other ladies.

(Signed) HORACE C. WRIGHT
(Instructor, The North Cotswold Gliding Club).

A Step Forward.

Sir,—In view of Mr. Howard Flanders' article in the current issue of THE SAILPLANE, it may interest you to know that this Club recently formed a "Scientific Section," with the object of studying air movements in general and with particular reference to our ground at Joyce Green Aerodrome, and any grounds we subsequently use for advanced gliding and sailplaning.

We number amongst our members several who are engaged in Scientific Research in various fields, and they are anxious to attack the problem in a serious endeavour to assist the Gliding Movement in this country.

We would welcome the formation of a Central Committee which would direct the general lines of research and co-ordinate and interpret the observations and results obtained from the various experimental stations.

In the meantime, we invite the co-operation of other Clubs in what is undoubtedly a very important aspect of Gliding.

F. KENNETH MINCH
(Acting Secretary, The North Kent Gliding Club).

How To Explore Air-Currents.

Sir,—Much publicity was given to the acquisition of a two-seat glider by The London Gliding Club, but although I follow closely events within the Gliding Movement much does not seem to have been heard about it lately. Of course The Scarborough Gliding Club have the advantage of a skilled pilot which may explain the amazing performances which have been achieved by the two-seat sailplane of the Northern Club.

You have frequently asserted the need for charting air-currents in your excellent paper; though the editorial pen will pour instant scorn upon the suggestion, I propose that the retiring Poppenhausen should be rescued from oblivion and used to help in this much-needed work.

Instead of the useless weight of a mere drone of a passenger in the back seat, a 4 h.p. engine should be fitted. This need not increase the weight and would drive a pusher airscrew between the upper and lower spars of the fuselage-grid.

The Poppenhausen would be heroically man-handled into space as heretofore by a sweating ground crew, but the engine would be ticking over. When the pilot lost the up-rising air the engine would enable him to turn and cast about for the missing up-current. By such means could the Poppenhausen join the ranks of the useful and inaugurate the charting of the upper air—a much needed task.

(Signed) ONLOOKER.

[We fear that the Air Ministry, rather than ourselves, would "pour the instant scorn." The addition of a power-plant, however small, will probably be found to bring the machine within the aeroplane category and it would therefore have to fulfil the Ministry's requirements for a C. of A. The idea is so ingenious, however, that we should like the Poppenhausen to receive a special dispensation, but this is probably a prerogative of popes rather than governments.—ED.]

The Hemp+Rubber Launching Rope.

Sir,—On reading your paragraph in THE SAILPLANE, for Dec. 5, regarding the query of The North Kent Club, the writer calls to mind the following:—

During the demonstration at Guildford in the early months of this year the writer, a volunteer member of the terrific launching crews used then, noticed he (No. 2) was running in front of the man who should have been ahead of him and thought it was a waste of man power as it made the two ahead useless, which would have been obviated if all members had been pulling on an ordinary rope. So the Winchester Club (which is now negotiating for a new gliding ground, and has many improvements pending in Club policy, as the result of knowledge gained during some months' experience which will prove very useful though costly) fitted to their first tow cord, which soon stretched so as to be useless, and also to the replacement Turner shock cord, 12 yards of 2 in. circumference Manilla rope, and this arrangement worked very well provided a short member was not placed between two tall ones.

(Signed) GEO. H. BULL
(Chairman, The Winchester Gliding Club).

The First Instance.

Sir,—A short while ago, I was making an attempt to soar from a point on the North Downs, about four miles from Maidstone. The wind was very strong on the top of the hill, but not quite in the right direction.

I was launched, took the air and was getting on well when I suddenly lost the rising current. I had plenty of height and glided down, making for a field which looked quite safe for landing. I eventually landed, had a look round to see that everything was O.K., and sat in the machine awaiting my crew and friends.

My landing-place was quite a long way from my starting place when you had to come by road, and the first person to get to me was a policeman. The inhabitants of the nearby village, never having seen a glider before, thought it was an aeroplane coming down and had promptly informed the Representative of the Law, who immediately hurried to the spot.

He looked rather bewildered when he saw the "aeroplane," but nevertheless, remembering A.N.D. requirements he asked me to produce a Pilot's Licence. I responded by handing him my Glider Pilot's Licence (No. 1 of that ilk), particulars of which he put down in his notebook.

So far as I know, this is the first time that a pilot of any Motorless Craft has been asked to produce his licence in England.

(Signed) C. H. LOWE-WYLDE.

[We should be interested to know what the Law could have done if no licence had been forthcoming. These licences are not licences to fly but Certificates. They do not allow their owner to fly or pilot motorless aircraft, but merely certify that he has passed various tests, and reached a certain standard.—ED.]

NEWS FROM THE CLUBS.

WHERE GLIDING CAN BE SEEN.

Beds.—The Bedford Gliding and Flying Club. Week-ends at Wilstead Hill, 5 miles from Bedford on Bedford—Luton road.

Bucks.—The London Gliding Club. Meeting place, Turveys Farm, near Tottenhoe, on Sundays.

Dorset.—The Dorset Gliding Club, at Chickerell, Weymouth.

Edinburgh.—The Edinburgh Gliding Club. Sundays, at West Craigs Farm, between Corstorphine and Turnhouse Aerodrome.

Glam.—Merthyr and District Gliding Club. Sundays, 10 a.m. to sunset. ½-mile-left Dynevor Arms, Merthyr Tydfil—Swansea Road.

Herts.—Herts. and Essex Gliding Club. Sunday afternoons, Eastern Roadways Garage, one mile north of Stortford.

I.O.W.—The Isle of Wight Gliding Club. Saunders-Roe Aerodrome, at Cowes, every Sunday.

Kent.—Channel Gliding Club. Adjoining Hawkinge R.A.F. Aerodrome, 2 miles from Folkestone on main Canterbury Road.

—Kent Gliding Club. Week-ends above Lenham, on the Maidstone—Ashford road.

Lanark.—The Glasgow Gliding Club. Week-ends at Barrance Farm, Whitecraigs, near Glasgow.

Lancs.—The Furness Gliding Club, at Gleaston Park Farm, Gleaston, near Ulverston (midway between Gleaston and the Coast Road), every week-end.

—The Preston and District Glider Club. Week-ends at Beacon Fell, 2 miles from Inglewhite and 7 miles from Preston.

Staffs.—The North Staffs. Gliding Club. Week-ends at The Downs Banks, Barlaston Downs, near Stone, Staffs.

Surrey.—Surrey Gliding Club. Every Sunday, if weather permits, at Lockner Farm, Chilworth, near Guildford. 10 a.m. to sunset.

Sussex.—Sailplane Club of T.M.A.C. Horton Farm, Smalldole, near Steyning.

—Southdown Skysailing Club at Ditchling Beacon. Sundays, 10.30 a.m. till dark.

—The Worthing and District Gliding Club, Weds., Sats., and Suns., at High Titton, 2nd turning to left going from Washington to Storrington.

Warwick.—Rugby District Gliding Club. Cote Hill Aerodrome, Husbands Bosworth, Rugby.

Wilts.—The Wiltshire Light Aeroplane and Glider Club at Easton Hill, Alton Priors Range, Bishops Cannings, near Devizes.

Worcs.—North Cotswold Gliding Club. Every Sunday at Fish Hill, above Broadway Village, from 10 a.m. to sunset. Saturdays and Wednesdays from 2 p.m.

Yorks.—The Bradford Gliding Club, at The Pastures, Apperley Bridge. Sat. 1.30 p.m., Sun. 9 a.m.

—The Huddersfield Gliding Club. All day every Sunday at Bradley Bar, Huddersfield.

—The Leeds Gliding Club. Week-ends at Gildersome near Leeds.

Clubs are invited to send in full details as to where and when they can be seen at work. This feature should help Clubs considerably as readers who are not members can go to look at the nearest local clubs and see which they like.

THE ACCRINGTON AND DISTRICT GLIDING CLUB.

The meeting held at Green Hill, Darwen, was a great success. Saturday, the 29th, was rather gusty, and a fresh site had to be found on account of the wind being in the wrong direction. We were fortunate in only having to go about a mile behind Green Hill. Herr Magerruppe made a number of spectacular flights with passengers, and Flt. Lt. Falla, of the Preston Club, tried out their new R.F.D., but found the wind too strong. Sunday turned out a perfect day for training planes, but unsuitable for the two-seater "Scarboro."

We were favoured with the presence of two training planes, Dickson and R.F.D. Mr. M. C. Sellers, of the Connolly Club, and also Flt. Lt. Falla, Preston Club, obtained their A tickets. Bolton had offered to bring their plane, but had not quite finished their trailer. Members of the different clubs rendered good service.

Herr Magerruppe took many members for short glides in the "Scarboro."

In reply to Mr. J. C. Rice in last week's correspondence of THE SAILPLANE, we were very sorry he was unable to find the Green Hill, Darwen. We had a similar experience at Ulverston a few weeks ago. It was a case of too many cooks.

THE BEDFORD GLIDING AND FLYING CLUB.

For the second time this year, the weather definitely quashed our hopes and plans for the week-end, and those members who bravely struggled up-hill to the hangar, through rain and mist, put in some useful work on the hangar itself, doing small necessary repairs here and there. A very successful alteration was made to the main doors which previously, hinged in four sections, were cumbersome to open, and put a great strain on the hinges.

Now the two outer door sections swing back one on each side as before, hinged to the main structural uprights, while the two centre-door sections are hinged at the base to a horizontal beam in the ground, and are independently let down flat on the ground.

We do not claim originality in this idea, but we strongly recommend it to all Clubs who may be suffering from door trouble like we had.

We are now looking forward to the Christmas Holidays, when, weather permitting, we hope to make use of every available minute. Any seasonable Member who may be praying for snow, is asked to please take a trip to Iceland during the holidays and remain there.

We would ask all Members to endeavour to be on the Aerodrome from Dec. 25-28 inclusive, turning up as early as possible each day and bringing enough food for the day. We need hardly add that visitors will be very welcome indeed.

THE BRADFORD GLIDING CLUB.

On Dec. 4 the Club held a very enjoyable dance which was attended by the Lady Mayoress of Bradford and the Deputy Lord Mayor. The function was voted a great success, and, we hope, will be succeeded by many more.

Flying took place on the Club ground at Apperley Bridge on Dec. 7, when, considering the wet and foggy conditions, quite a number of good flights were made and as soon as the site on the moor is available we have about twelve members ready to take their "A" Certificate. This is borne out by the fact that the machine has completed 290 flights since it was last damaged.

We hope to send a team over to Scarborough to take part in the Boxing Day Competitions and we hope that the rest of the Northern Clubs will be represented. It will give Clubs some useful information regarding the performances of the different makes of gliders.

Gliding will take place as usual at Apperley Bridge this week-end.

THE CHANNEL GLIDING CLUB.

The Club has a large number of members who having been trained upon the flat training ground are now ready to take their "A" Certificates. To this end, a new site is being tried out at Cox's field, a few fields away from the Aerodrome at Hawkinge. This field was tried out last week-end (Dec. 6-7), but on Saturday there was



PUPIL AND INSTRUCTOR.—Left, Miss Katrine Alexander who was probably the first "ab initio" lady pilot to make a qualifying flight for her "A" Certificate. Right, her instructor, Mr. Horace Wright, of The North Cotswold Gliding Club.

little or no wind, but several members were launched and Cpl. Manuel managed a flight of 15 1/5 secs.

On Sunday, conditions were very little better and Cpl. Manuel again tried to make an "A" flight, but the best he could manage was 22 2/5 secs. A splendid muster of members were present to try out the new site and it was very disappointing to them that the wind was not more favourable. At the moment, however, it seems that a wind of considerably greater strength is necessary if Certificates are to be obtained.

The wing of the Zogling, which has been entirely remade by members, is now in its final stages and it is very gratifying to those who have formed the constructional section to see their work progressing so well.

Cpl. Manuel is now engaged upon the construction of a Manuel VII of a special design. This will replace the Manuel VI which was destroyed in transit to Ditchling.

THE CONONLEY AND DISTRICT AERO CLUB.

The Cononley and District Aero Club attended the meeting organised by the Scarborough and Accrington Clubs at the latter place on Nov. 29-30, but a mishap to the trailer prevented us from taking part on the Saturday. This was particularly unfortunate as we had promised to transport the Bolton Club's machine to the meeting. (Clubs please note that it is no good building a strong trailer if the car fitting is going to give way!)

About ten members attended on the Sunday and some good flying was carried out. Two members, under the tuition of Herr Magersuppe, were successful in qualifying for the "A" licence. Towards the end of flying we congratulated ourselves on having dry feet for the first time for weeks, but unfortunately on the last flight the secretary landed on a patch of ground entirely surrounded by bog, so our triumph was short lived.

However, thanks to the kindly offices of one of our members who has a travelling Ritz (sorry, Rice caravan) we were able to dry our shoes and stockings and sit down to a good tea in warmth and comfort. Incidentally, any Club gliding through the Winter will be well advised to get hold of one of the "hotels on wheels" as their comfort has to be experienced to be appreciated. Need we add the usual disclaimer?

We should like to record our thanks to the Bolton Club, who lent us an aileron to replace that damaged in the trailer accident, and this after we had disappointed them. Thank you, Bolton.

It is of interest to note that Herr Magersuppe flew our Dixon (Cloudcraft) and commented favourably on it. He was particularly interested in our practice of rigging with a dihedral and said he found the machine very steady and nice to land.

THE EDINBURGH GLIDING CLUB.

On Nov. 31 Mr. Lowe-Wylde delivered this Club's replacement B.A.C. II. Unfortunately there was a dead calm and although one or two glides were made it was considered advisable to confine our practice to ground slides for beginners. The audience were disappointed with the show so in order to give the public value for their money, Mr. Lowe-Wylde offered to glide, using a motor-car instead of man power on the ropes.

This was done with the ordinary 60-ft. elastic rope doubled. It was used in the same way as man power, but when the men holding the tail let go, the car was still moving forward at about 15 m.p.h., and kept moving at this speed. The gradient was slight, between 1 in 15 and 1 in 20, and a glide in still air was made of about 300/350 yards. Owing to the car wheels spinning the return glide uphill was not so good, only about 100 yards.

The next experiment was a competition between the glider and a Klemm monoplane which had amused spectators by stunting during intervals. It was to be proved which would come off the ground first, the glider being car-started. The glider won.

This car-starting—not to be confused with auto-towing (what an expression!) but just about as safe—is quite definitely NOT FOR BEGINNERS. The writer, speaking as the driver of the car, would not hesitate to refuse to launch anyone who was not a highly skilled pilot. The sensation of waiting for the nose of the skid to come through the rear window and poke one in the small of the back was only bearable by concentrating on the experience and skill of Mr. Lowe-Wylde. The pilot should be good enough to perch on the luggage grid rather than on the roof, in the event of a bad start.

The operations were not orthodox, but the public had to be amused or those interested enough to watch would have gone away with the idea that gliding was a flop.

The Club are grateful to Mr. Lowe-Wylde and Lord Malcolm Douglas-Hamilton in the Klemm for their efforts in providing a very amusing day.

As ploughing was gradually eating into our ground, future practice will take place at West Craigs Farm, between Corstorphine and Turnhouse Aerodrome.

THE ISLE OF WIGHT GLIDING CLUB.

Bitter cold, accompanied by downpours of rain damped the enthusiasm of the majority or our members on Sunday, Dec. 7, however, a dozen cheery souls turned up at the aerodrome and optimistically rigged the glider, afterwards spending the time of waiting for the weather to clear by endeavouring to accomplish various feats of balancing as performed by our worthy instructor, said feats being calculated to improve one's sense of feel and balance.

Towards midday the wind veered round from S.E. to S.W. and increased somewhat, but the rain ceased and the optimism of the aforementioned members was rewarded by the sun breaking through the clouds. The wind was inclined to be gusty, and a fair amount of lateral control was required. Good flights were made by Messrs. Slagg, Hurst, Gray, Bennett, Eldridge, Hackshaw, Thompson and Smith, while two of our lady members, Miss R. Merriam and Mrs. J. S. Smith, both made three good flights each. Mr. Frank Lord, Junr., was also successfully launched on his initial instructional flights.

The glider was eventually returned to the hangar, to rest under the protecting wing of a Baro "Cutty Sark," by the light of car head lamps.

We are having another meeting on the "flat" next Sunday, after which we shall be commencing on the slopes at Whiteley Bank.

THE KENT GLIDING CLUB.

On Dec. 7 a gliding meeting was held at Lenham. Although the weather was cold and unsettled the wind was in the right direction and good flights were made with the Club's B.A.C. I machine. The hangar is now complete and members much appreciated being able to put the machine away fully rigged ready for the next meeting. The fact that time need not now be expended on rigging and dismantling should be a further inducement to members and prospective members to arrive as early as possible on Sundays so that they may have a full day's gliding.

THE NORTH KENT GLIDING CLUB—MODEL SECTION.

On Oct. 27 the Inaugural Meeting of the Model Aeronautical Section of the North Kent Gliding Club was held at the Constitutional Club, Bexley Heath. Mr. L. O. Kekwick was in the Chair. Mr. R. N. Bullock, a member of the Society of Model Aeronautical Engineers and winner of the 1929 Wakefield International Trophy, which has now been captured by America, gave a lecture on models. He outlined the history of model flying and gave some interesting facts about the models of to-day and their performances.

There is no age limit for members of the Model Section and the subscription is reasonable. Those interested should get in touch with Mr. E. Higgs, Jeanette, Brampton Road, Bexley Heath.

THE PRESTON AND DISTRICT GLIDER CLUB.

A Public Meeting was held in Preston on Nov. 26, which was very well attended. The object of the meeting was to place the aims and policy of the Preston and District Glider Club before the public and to satisfy the interest which had been created in the district by having our R.F.D. Glider exhibited for a week in a local showroom. Sixteen new members were enrolled, and many others evinced no little sympathy with the Movement.

On Saturday and Sunday, Nov. 29 and 30, The Preston Glider Club accepted an invitation to attend a Flying Meeting at Green Hill near Accrington, organised by the Accrington and Scarborough Gliding Clubs. The Scarborough Club and Herr Magersuppe came over with their dual control Sailplane and some good soaring flights were made on Saturday, but owing to obsence of wind only gliding flights were possible on Sunday.

The Preston Club's R.F.D. Glider was launched nine times, and piloted by Mr. L. E. Falla, the Hon. Sec., who succeeded in obtaining his "A" Certificate with a flight of 35 seconds.

The Club has now definitely acquired a site which is at Beacon Fell, 3 miles north of Inglewhite, and 7 miles from Preston. There will be gliding here every weekend.

THE SOUTHDOWN SKYSAILING CLUB.

On Nov. 30 there was a good attendance of members in spite of a damp mist. The wind was westerly, but very light indeed.

Flt. Lt. Leeroy Brown, the Club Captain, started the day well by making a good glide of 32 1/5 secs., although there was very little "lift" in the air. As this flight was officially observed, it qualifies the pilot for "A" certificate.

Capt. Russell then followed with an excellently-judged flight of 32 4/5 secs., also qualifying for his "A" certificate. But the wind was now failing, so Mr. E. K. Robins just missed taking his ticket. His times were 29 secs. and 29 2/5 secs. Very hard luck. The wind now having dropped entirely, no more tickets could be taken. Other glides were made as follows:—Flt. Lt. Wood 18 secs., Mr. S. Wood 15 secs. Messrs. Lawson and Parker also made good glides.

A number of *ab initios* did ground slides and hops, and already show marked improvement. Many should soon be making good straight flights.

The Club is certainly indebted to Mr. J. H. Ely, one of our most enthusiastic and energetic members, for a tail-release device which he has made up. This gadget works excellently and requires only one man or boy to operate it, so that more members are available for the "ropes." We also obtain better "take-offs" by using a greased run-way and a metal shoe under the skid. This shoe is not damaged by stones on the ground—another consideration of some importance.

In order to prevent beginners pulling back when launched, we have limited the backward movement of the stick by a tie, and find that this does keep would-be soarers on the ground, and should save considerable repair costs!

For particulars of membership apply to the Hon. Sec., Mr. A. York Bramble, New Yorke Hotel, Bedford Square, Brighton.

[Readers should note the use of the metal shoe and greased runway. These devices in the development of which some Clubs are so prolific can be all regarded as fruits of experience and therefore worth trying.—Ed.]

FORTHCOMING DATES.

Dec. 26—Jan. 2.—The Gliding Display and Inter-Club Contest organised by the Scarborough Gliding Club at Flixton Hill.

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