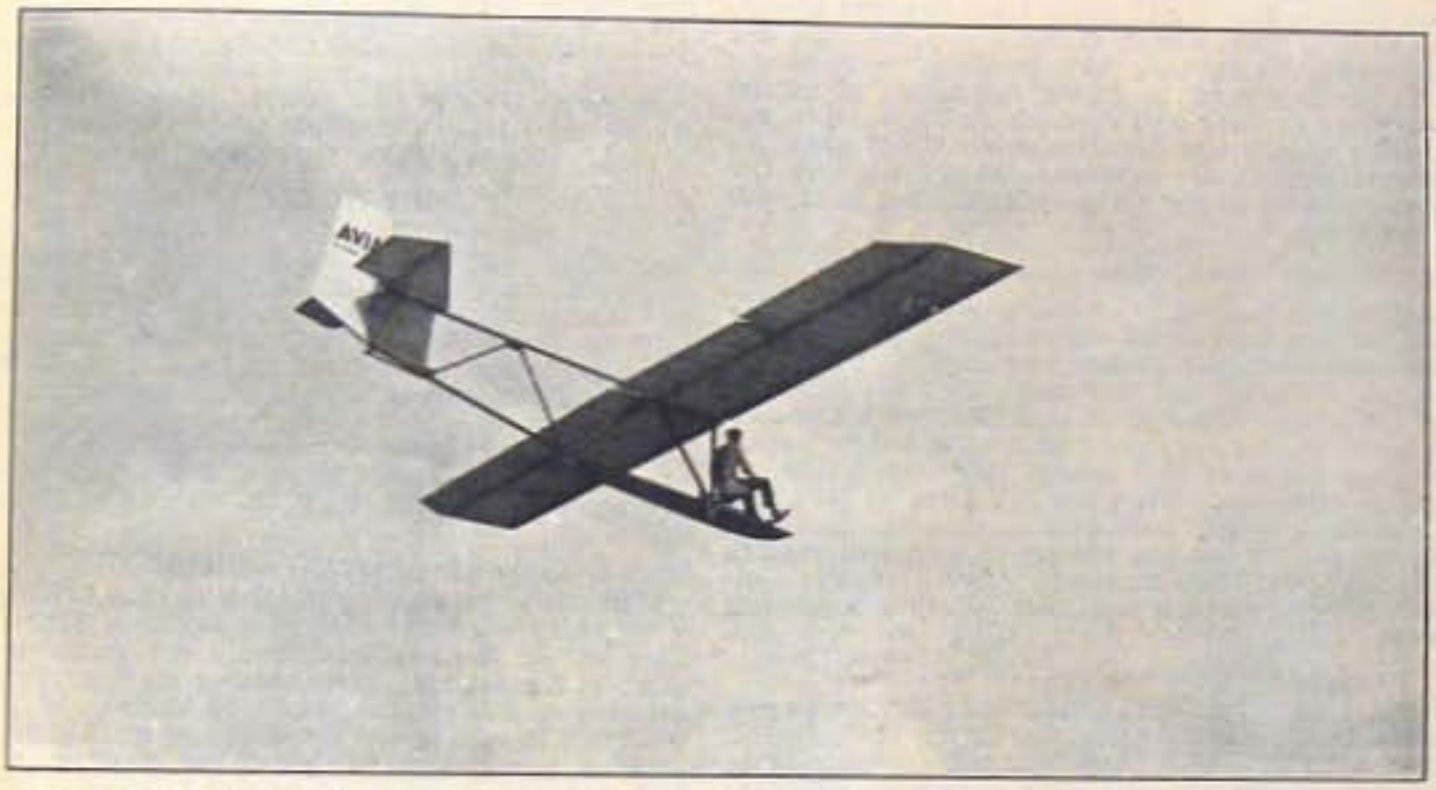
Jan. 23, 1931. Vol. 1. No. 20.

THE SAILPLANE AND GLIDER

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ACROSS THE CHANNEL.



One of the Zogling type machines built by "Avia" and used for primary training in France.

HOW WE FEEL ABOUT IT.

Quite the most notable event of the week even when stripped of its recording-breaking aspects, *vide* the Daily Press, was the sudden bout of soaring at Totternhoe. People who know, and are not Club members, state that Totternhoe is a remarkably fine site; among such people are those who learnt to soar at the Wasserkuppe. Last week-end something like seven hours in the air was put up by the London Club Prufling in the hands of various pilots. This is the sort of thing which shows the World at large that all our early optimism was not unfounded and that it is possible for people to sail about windy hillsides without much trouble or expense on quite simple machines.

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No Records Broken.

The Sunday papers and those on Monday made a feature of the records which were alleged to have been created. We point out once again that at Itford in 1922 M. Maneyrol soared for 3 hrs. 21 min. 7 secs., and as this appears to be the last officially observed flight by the Royal Aero Club it would appear to be the record, although Herr Kronfeld soared for some six hours when he flew last June from Firle to Havant.

A recent ruling of the Fédération Aéronautique Internationale has decreed that national records must be won by a pilot of the same nationality, starting from an authorised site and he must carry a barograph, that is an instrument for keeping a continuous record of the varying heights at which the machine flies. The intention to create a record must be notified before the start and official observers must be available to check and time proceedings.

It is important that people should restrain from pulling the ordinary paper's legs by claiming records which are purely Club or local ones. Anyway although duration records have their place in the scheme of things, they approximate to flag-pole sitting, so let us incite some Club trained *ab initio* to soar for 18 hours (over 14 is the World's Record) and thus push the matter out of sight. We can then concentrate on learning how to make cross-country flights. There is interest in noting the report of official B.G.A. observers in their own Journal, which has just appeared, that although the Rhon-Rossitten Gesellschaft attach particular significance to cross-country flying very few competitors appeared to show any aptitude. Let us try our hand at the game.

Send Them "The Sailplane."

A subscriber in renewing his subscription has doubled it and asked that we send copies regularly to a friend, as he feels sure that when the subscription expires, his friend will have got the habit and will renew on his own. We commend the scheme and suggest that everyone whose subscription is now falling due should send along a subscription for their worst friend or best enemy. We must treble our circulation or disappear. What are you going to do about it? We will listen to any intelligent suggestions as to how you and your friends can get the paper with less trouble. Why not make your Club Secretary order a regular consignment weekly? The Club will make money and you will save postage.

An International Competition.

It has been stated, *vide* our report on the last meeting of the International Committee for the Study of Motorless Flight, that there is to be an International Competition of Soaring Flight in this Country. We have been taken to task for criticising the B.G.A. especially with regard to what was euphemistically called the Inter-Club Meeting at Ditchling.

Last September we sketched possible rules and laid emphasis upon the urgent need for careful and early organisation of this year's International Competition so that intending competitors should have a chance. It is now only thirteen weeks to Whitsun, which is generally regarded as being a useful time to hold a meeting, and so far no official pronouncement has been made. The B.G.A. still preserve a decorous silence. As a result nobody has a chance to organise a decent entry, always supposing there is enough time to organise the competitions in the time. When some rush arrangement is being bundled through at the last moment we shall be told we have acted without discretion in commenting upon inadequate arrangements.

We hereby invite Clubs, and particularly Northern Clubs, to tell us of their arrangements so that as far as possible readers of this paper can have some chance to make their Summer arrangements. For instance demonstrations of motorless flight have already been arranged throughout the Summer months by one enterprising concern. Would the Clubs concerned tell us something of their arrangements so we can focus attention on their activities and therefore secure attendance of spectators drawn from the whole Movement.

Auto-Towing.

Now that National Flying Services are taking up this new form of gliding instruction there will be a chance for Clubs to concentrate more on soaring activities, as no doubt many new members will arrive at Clubs with their "A" and "B" Certificates already secured. In this connection readers should note the sane prevision exercised by Mr. Shutte in his letter which appears on our page of Correspondence. He suggests the formation of an advanced Club for soaring pilots. He envisages a university which would be open only to those who had proved themselves to possess a certain minimum of skill in their art. This way may lie that central scientific organisation whose non-existence we all deplore.

Meteorology.

Shall we have to wait until that day before we have any interest evinced in Motorless Flight by the Meteorologist or any interest taken by the ordinary Club member in Meteorology? Are there no readers of The Sailplane interested in this branch of Science? If there are, we should welcome correspondence and would give them all the support we could. Is there any exact record of the meteorological conditions last week-end, when seven hours' flying was done? Does anybody know how the air was flowing except Mr. Buxton, and we do not see how he could record it while juggling with his controls?

DONT MISS THIS LECTURE.

Readers are reminded that on Jan. 29, at 6.30, Herr A. Lippisch is to lecture on the Construction and Development of Sailplanes and Gliders, before the Royal Aeronautical Society, at The Royal Society of Arts, 17, John Street, Adelphi. Herr Lippisch is well-known as the designer of the *Fafnir* and *Wien* as well as the *Zogling*, *Prufling*, *Professor*, *Storch*, and numerous other types. Visitors are admitted to the lecture on signing the visitors' book.

WHO WANTS TO SOAR?

Those who can already handle the controls of a glider and look forward to soaring will find Mr. Shutte's letter of immediate interest. An attempt is also being made by two R.A.F. Officers to build a machine for the forthcoming Summer Competitions. Their craft has been designed, and a reputable firm has offered to build it for £100.

Part of this sum is already available, the rest is open to subscription by three or four people who would like to obtain joint ownership of a new machine as well as a share in any prizes that might be won. Full details of the scheme can be obtained from Mr. P. M. Watts, Sea Mills, St. Issey, Cornwall.

TOWED-GLIDING DEMONSTRATION.

There is to be a demonstration of towed Gliding at Hanworth Air Park (nearest station Feltham, S.R.) on Sunday, Jan. 25. If the weather permits the demonstrations will start in the morning and continue all day. Great interest attaches to this demonstration, as National Flying Services are likely to take up the towed-gliding method of instruction at their aerodromes throughout the Country.

GLIDING IN FRANCE.

Since the soaring flights of Maneyrol, very little has been heard of the French Gliding Movement, but now a similar revival of gliding is taking place in France as in this Country. A central organisation under the name *Avia* has been formed, which, although in its constitution somewhat similar to the B.G.A., differs greatly in its activities. I understand that in France the State subsidises gliding and this of course is a great help specially to the newly-formed clubs. Many of the gliding clubs and the gliding sections of various aero clubs have affiliated to the *Avia*, which has its offices in Paris together with the "Club Aeronautique Universitaire." This club was formed in 1901 and its gliding section is the largest in France.

The first thing which I noticed during my recent visit to these offices was that three or four men were working on drawings of gliders. The *Avia* supplies full working blue prints to its affiliated organisations (as does the B.G.A.), checks any plans sent in by these and gives every possible technical help. The *Avia* helps new clubs in the difficult process of organisation and advises them as regards suitable flying grounds.

In the French clubs training is usually started on level ground, in many cases at aerodromes. After a few hops on level ground the pupils continue their training on slopes. Gliding is usually confined to the week-ends. Standard types of training machines are used.

The number of gliding certificates held is relatively small: 22 "A"; 5 "B"; 11 "C"; although the number of machines used by the various organisations is over 50.

It is interesting to note that in the *Avia* version of the Zogling the pilot's seat is higher than in the German Zogling. Not many soaring machines are used. One of these, *Le Rapace*, has been described in The Sailplane (Vol. I.

"THE SAILPLANE" IS PUBLISHED EVERY FRIDAY. ANNUAL SUBSCRIPTION 15/- ORDER FROM 175, PICCADILLY, W.1.

No. 17). Three firms are manufacturing gliders. One of these has sold 10 primary machines.

A competition which is to be held on a very suitable ground during this year is being organised, and it is hoped that it will greatly encourage the Gliding Movement in France.—F. A.

[Mr. Adorjan included a list of French Clubs in his article but lack of space has made it necessary to leave these out. If any readers would like to see it, we have a copy at the office, as it may be useful to enthusiasts visiting France.—Ed.]

THE THIRD ISSUE OF THE B.G.A. JOURNAL.

The third issue of the B.G.A. Journal has made its appearance and may be purchased by non-members of the Association for 2s. 6d. from the offices of the Association, at 44a, Dover Street, W.1.

Running a Journal of a scientific or semi-scientific body is a difficult and thankless task. If it is to contain the maximum amount of information the make-up must appear heavy and unattractive, if a lighter make-up is employed the news contained must perforce be long overdue. The B.G.A. has some difficulty in getting original matter as no lectures of Scientific import have been given before that body; and its members on the whole have not the qualifications to produce such papers. The few that have are too busy to commit their cogitations to print.

This number contains as backbone an article by Herr Lippisch on the technical aspects of the Rhon Competitions of 1929. The second number of THE SAILPLANE contained some technical observations of the 1930 Competitions at the Wasserkuppe by Captain Needham. The article by Herr Lippisch makes instructive reading and those who were heretofore unfamiliar with Herr Lippisch's definition of a sailplane will find his calculations interesting even if the diagrams are presented in Germanic guise.

Why the Editor, who apologises for the omission of club reports due to lack of space, should give two clear pages to the times of the Ditchling Meeting must remain a mystery, as there is a curious redundancy in summing up the Club totals, these could have been set out at the foot of the columns instead of repeated all over the page.

Even if one does not favour the arrangement of the various items in the Journal it must be judged on its aims rather than its achievements: the B.G.A. is making an attempt to supply its members with information that would not otherwise be available and as such its efforts are to be commended.

FOR SALE.

£60 buys the **Brant Scud**. The first experimental machine of this type is now for sale in airworthy condition. Brant Aircraft Ltd., Waddon Aircraft Factory, Croydon.

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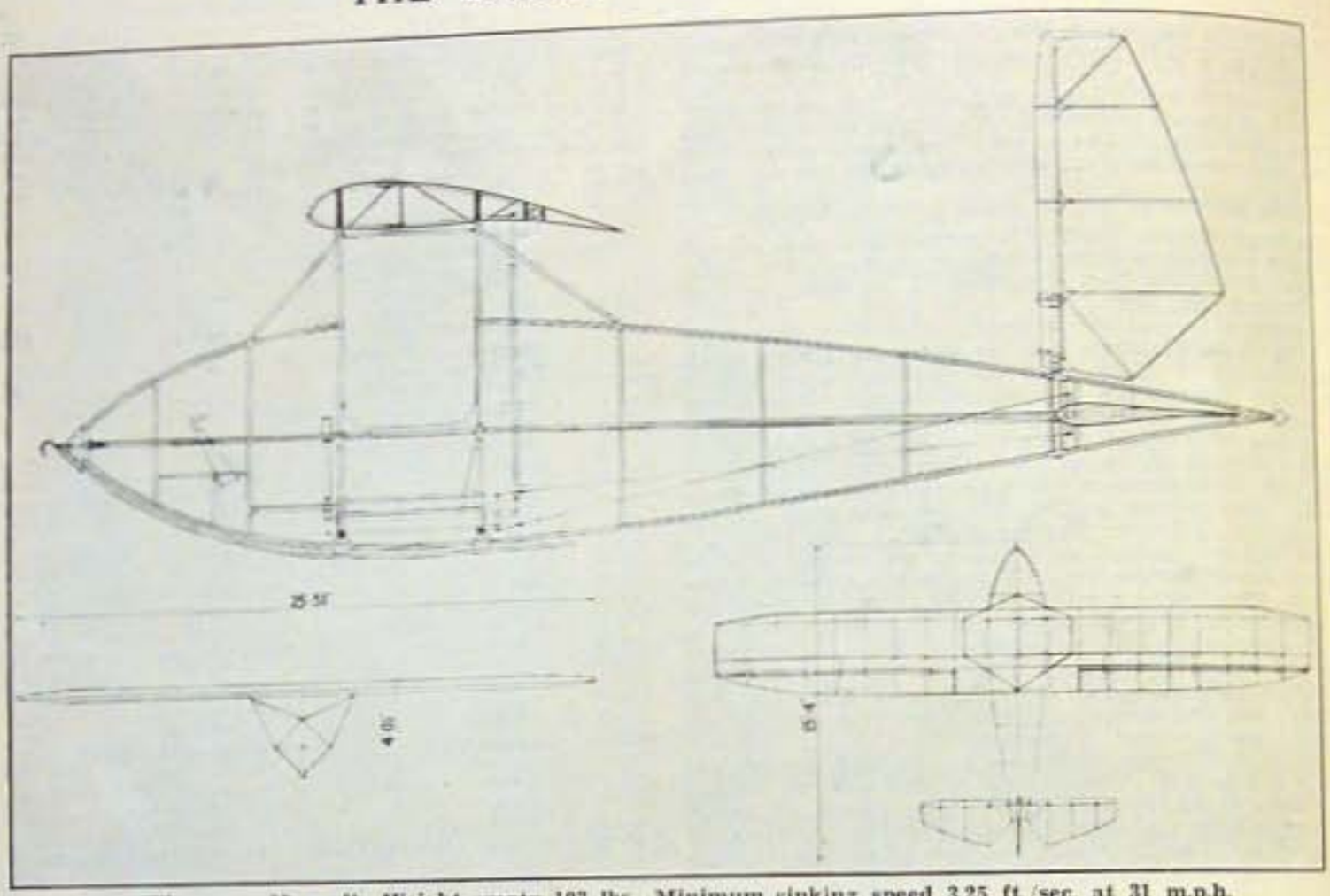
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2.	C. H. Latimer-Needham (*London*)	30.3.30	18.5.30	7.6
3.	M. D. Manton (*London*)	24.5.30	7.6.30	7.6
4.	M. L. McCulloch (*London*)	24.5.30	13.6.30	—
5.	G. M. Buxton (*London*)	24.5.30	26.7.30	26.7
6.	Flg. Off. E. L. Mole (*London*)	7.6.30	19.10.30	19.1
7.	C. A. Price (*Portsmouth & Southsea*)	21.6.30	—	—
8.	D. M. T. Morland (*London*)	30.7.30	22.11.30	—
9.	Col. The Master of Sempill (*London*)	7.6.30	7.6.30	14.6
10.	J. R. Ashwell-Cooke (*London*)	26.7.30	—	—
11.	A. Goodfellow (*Lancashire*)	26.7.30	—	—
12.	Mrs. D. J. Bradbrooke (*London*)	1.8.30	—	—
13.	T. G. Rumby (*London*)	28.7.30	3.8.30	—
14.	L. C. Williams (*London*)	31.7.30	—	—
15.	H. A. Abdallah (*London*)	1.8.30	—	—
16.	P. Michelson (*Lancashire*)	26.7.30	—	—
17.	F. B. Tomkins (*Lancashire*)	27.7.30	—	—
18.	E. C. S. Megaw (*London*)	1.8.30	—	—
19.	B. A. G. Meads (*Lancashire*)	27.7.30	—	—
20.	R. G. Spencer (*Driffield & District*)	24.8.30	—	—
21.	J. C. Weale (*Lancashire*)	27.7.30	—	—
22.	R. G. Robertson (*London*)	8.8.30	—	—
23.	T. E. Lander (*London*)	1.8.30	—	—
24.	H. Allan (*London*)	3.8.30	18.1.31	—
25.	W. J. M. Spaight (*Nottingham*)	7.9.30	—	—
26.	J. M. Simmons (*London*)	14.9.30	—	—
27.	A. N. Stratton (*Surrey*)	24.8.30	19.10.30	—
28.	A. F. McGlashan (*Surrey*)	24.8.30	19.10.30	—
29.	A. H. Reffell (*Surrey*)	7.9.30	19.10.30	—
30.	F. Slingsby (*Scarborough*)	22.10.30	15.11.30	—
31.	S. C. Howard (*Scarborough*)	26.10.30	—	—
32.	T. L. Green (*Kent*)	20.7.30	—	—
33.	N. L. B. Puttock (*Portsmouth*)	18.10.30	—	—
34.	J. C. Barnes (*Scarborough*)	25.10.30	26.10.30	—
35.	P. L. Gardiner (*Scarborough*)	26.10.30	—	—
36.	E. H. Fielden (*London*)	15.7.30	—	—
37.	G. A. Little (*Surrey*)	12.10.30	19.10.30	—
38.	M. H. Thomson (*Surrey*)	12.10.30	—	—
39.	W. G. Nicholls (*Kent*)	19.10.30	—	—
40.	T. C. Weekes (*Kent*)	19.10.30	—	—
41.	H. E. Wood (*Kent*)	19.10.30	—	—
42.	H. J. Penrose (*Dorset*)	11.10.30	11.10.30	—
43.	S. E. Wells (*Dorset*)	9.11.30	—	—
44.	H. J. Secker (*Dorset*)	9.11.30	—	—
45.	V. C. Gaunt (*Dorset*)	9.11.30	—	—
46.	F. J. W. W. Digby (*Dorset*)	9.11.30	—	—
47.	W. G. Gibson (*Dorset*)	9.11.30	—	—
48.	G. Grice (*London*)	15.11.30	—	—
49.	Mary D. Nichol (*London*)	15.11.30	—	—
50.	M. E. Holroyd (*Dorset*)	16.11.30	—	—
51.	N. W. Wright (*Dorset*)	16.11.30	—	—
52.	J. T. Young (*Driffield & District*)	16.11.30	—	—
53.	D. C. Smith (*London*)	15.11.30	16.1.31	—
54.	G. H. Taylor (*Surrey*)	18.10.30	—	—
55.	R. B. Batchelor (*Driffield & District*)	16.11.30	—	—
56.	J. G. H. Steedman (*Dorset*)	22.11.30	—	—
57.	L. R. L. Brown (*Southdown*)	30.11.30	—	—
58.	P. Pilling (*Surrey*)	19.10.30	—	—
59.	H. Petre (*London*)	30.11.30	—	—
60.	J. Laver (*Dorset*)	23.11.30	—	—
61.	C. C. Russell (*Southdown*)	30.11.30	—	—
62.	C. A. L. M. Irving (*London*)	15.11.30	—	—
63.	L. J. Gardner (*London*)	30.11.30	—	—
64.	D. G. O. Hiscox (*London*)	15.11.30	—	—
65.	C. Byron (*Dorset*)	16.11.30	—	—
66.	H. C. Wright (*North Cotswold*)	29.10.30	—	—
67.	D. E. Culver (*London*)	30.11.30	—	—
68.	C. M. Barter (*Surrey*)	30.11.30	—	—
69.	A. E. Slater (*Surrey*)	30.11.30	—	—
70.	G. H. Hurst (*Surrey*)	30.11.30	—	—
71.	R. K. Thomson (*Dorset*)	23.11.30	—	—
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74.	S. P. Woodley (*Portsmouth*)	19.10.30	—	—
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89.	A. K. Hinsliss (*Surrey*)	30.11.30	—	—
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91.	G. Knight (*Portsmouth*)	18.10.30	—	—
92.	Flt. Lt. C. Crawford (*Kent*)	19.10.30	19.1.31	—
93.	J. B. L. H. Cordes (*London*)	30.11.30	—	—
94.	F. D. Bradbrooke (*London*)	14.12.30	—	—
95.	H. E. Bolton (*London*)	21.12.30	—	—
96.	V. R. Yell (*Portsmouth*)	21.12.30	—	—
97.	G. J. Burges (*Portsmouth*)	21.12.30	—	—
98.	H. O. Lympany (*Portsmouth*)	21.12.30	—	—
99.	C. E. Dooks (*Bridlington*)	23.11.30	—	—
100.	C. G. Lawson (*Southdown*)	28.12.30	—	—
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102.	Sidney Horace Bell (*Surrey*)	28.12.30	—	—

THE BRANT "SCUD."—*(Continued.)*



Wing area 85 sq. ft., Weight empty 103 lbs., Minimum sinking speed 3.25 ft./sec. at 31 m.p.h.

The fuselage, which is minute, has a square section, set on edge. This form allows simplicity of wing attachment and the introduction of hand-holes, which means that the whole *Scud* is transportable by four men, with one passenger to hold a wing-tip. The fuselage is a ply-covered structure with spruce longerons at the apices.

The tail unit is cantilever and interchangeable; there are no fixed surfaces, and either half of the elevator will form the rudder.

Brant Aircraft Ltd. are to be congratulated on producing a machine which its first trials proved to want but little alteration. We would draw attention to the need for enlarging the cockpit entrance and leaving a clear getaway for the pilot. *Every German sailflyer wears a parachute, and this coming summer will see the habit growing.*



PORTABILITY.—The Brant "Scud." Mr. Baynes, its designer, nearest the camera on the left, carrying his baby. The diamond cross-section facilitates carriage.

A NEW GLIDING SCHOOL FOR AMERICA.

There are a number of Gliding Schools already started in the United States, and the latest is that organised by W. Hawley Bowlus and Wolfram Hirth. The school is called Bowlus-Hirth Soaring Schools Inc., Park Central Hotel, New York. Flying instruction is to be given at Glenn Curtiss Airport, North Beach, to residents round and about New York, the old Bowlus School at San Diego, Calif., will be used in the West. As required a chain of schools will be built up across the Continent.

Mr. Bowlus is well known as the designer of an American sailplane approximating to the German types, but with floating wing-tips instead of ailerons for lateral control. On a machine of this type Col. Lindbergh soared for some time last summer.

Herr Wolff Hirth, who, by the way, is a subscriber to THE SAILPLANE, is a famous German pilot, whose reputation i Germany approximates to that of Herr Kronfeld. In 192 Herr Hirth gained the Hindenburg Trophy at the Rhon

A PRUFLING GOING CHEAP.

The B.A. Company, Lower Stone Street, Maidstone, hav a Prufling in bits and pieces for sale. This machine is th one in which a member of the Channel Flying Club flew for nearly an hour but getting into a down-current argue with the wall of a quarry.

We understand that the wings, tail unit and after par of the fuselage are in good condition. The forward struc ture of the fuselage wants re-building. As all the drawing of a Prufling are available and would be loaned with th bits, a Club with an able constructional section should hav no trouble in reconditioning the machine. One imagine that £25 would buy the whole outfit.

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CORRESPONDENCE.

Some Matters of Moment.

Sir,—In your Editorial under this heading you deal with some of the financial difficulties facing our valuable publication. I use the word "our" deliberately because all of those who have the future of gliding and soaring at heart take a deep personal interest in the welfare of the only journal devoted exclusively to the interests of the Gliding Movement.

It cannot be too clearly understood by all our Clubs and others interested in our Movement what a very vital part THE SAILPLANE does, and will in the future, play in the successful progress of the sport, science and industry of gliding. It is essential that we have our own paper, a live, vigorous and financially healthy journal to voice the views of all those in the Movement on what may be termed the "domestic" matters, and when the occasions arise, as they most certainly will, to voice in no uncertain manner the views and convictions of the Movement as a whole on matters of high politics, policy or unwarranted interference from outside.

To develop our Movement successfully, there are four indispensable factors: The Clubs; *The British Gliding Association;* the Glider Manufacturers, and THE SAILPLANE. Co-operation and co-ordination of the efforts of these four will carry us on to success and therefore we must see that each is given the maximum support in its own sphere, in fact, I would go so far as to say that it is a duty upon all those in the Movement to provide this and there must be no shirking.

You, Sir, have seen fit to criticise *The British Gliding Association* and upon occasions I have considered your criticism ill-advised and unwarranted and have said so, but that, after all, is a domestic matter which is never obscured from those endeavouring to steer the destinies of *The British Gliding Association* nor has it caused me to slacken my efforts in promoting its welfare on every possible occasion.

Therefore, may I make a very strong appeal to all members of *The British Gliding Association*, to the Executives of all the Clubs in the country and all those others who are interested in the progress of the Gliding and Sailplane Movement in this country, to push the sales of THE SAILPLANE with increasing vigour on every possible occasion, and I would ask all to remember in conclusion that by helping THE SAILPLANE we help the whole Movement.

May 1931 see the fortunes of THE SAILPLANE established without doubt. (Signed) E. C. GORDON ENGLAND

(*Chairman, The British Gliding Association*).

A Club for "C" Pilots.

Sir,—In view of the fact that general Gliding has only just started in this country, the majority of British Clubs will be expected by their members to cater for the beginners, who should, as the Movement progresses, come forward in ever-increasing numbers. It is in the nature of Gliding that some years must elapse before any Club will possess a sufficient number of advanced pilots to warrant the purchase and operation of a high-efficiency machine. If this surmise is correct, it seems as if there is likely to be a cessation of training as soon as a pilot makes his "C." His own Club will be concentrated on the duty of getting as many people into the air as soon as possible and with Repairs Bills to face, is most unlikely to be able to help its "C" Pilots to become good Pilots by continuing their training in high-efficiency machines. If the "C" Pilots to be, lose interest through lack of facilities, it will be a very serious disaster to the Gliding Movement as a whole in this country. After all, the whole object of Gliding is the achievement of Soaring Flight, and all that follows and precedes Soaring Flight, in research, in Aerodynamics and the conditions of Glider Flight. It seems a pity, therefore, if as soon as a man has learnt to soar, he loses interest, because there is no special organisation to cater for his special needs.

Is this view correct? If so, what is the remedy?

Obviously the Clubs can do nothing to help as yet. It seems as if there is room for an advanced Club, consisting only of "C" Pilots, who must have made their "C's" at their own Clubs. (Of course, the initial membership could not be restricted to "C" Pilots.) Eventually such a Club should become of real service to the Clubs generally. If it achieved its object it would become the natural goal of pilots from all over the country. It should be in a position to supply Pilots for the International Competitions and by a process of gradual extension it should slowly set about the formation of a permanent Gliding School and Workshops, where research could be undertaken and the work that is done by the Rhon-Rossitten Company emulated. Long before this time arises, the Club would have been taken over by the other Clubs in the country if it had been at all successful in its efforts, and, as the recognised centre of Gliding, it is not unreasonable to suppose that the Government might eventually grant it a subsidy, as is the case with the German Government and the Rhon-R Company.

But to return from dreams to realities: Is ther now for a small Club, with say 30 members, who prepared to pay an Entrance Fee of £10 and an subscription of £5, purchase a High-Efficiency mach start Gliding as soon as possible with the immedia of training pilots for the International Competiti the ultimate objects, if found feasible and desi achieving some of the dreams set out above?

If anybody is interested in the formation of such I should very much like to hear from them.

(Signed) R. A. N. Barn

Jan. 9, 1931. (*Riversdale, Kent Road, Sou*

A Northern Point of View.

Sir,—Winter has come, and in Ilkley we are askin Spring be far behind"?

We have done little since we last wrote to you. machine progresses favourably, though I myself its weight. Being of the Dixon type it will be con heavier than the Zogling type of machine. The of weight, however, is being admirably tackled constructional section, and we all hope that in the new machine may be considerably lighter than the Dixon.

We have decided to hold an Easter camp for con training. I, myself, think that this will be the on make real headway. But the question of a site camp still troubles us. I wonder if any other Clu from the same disease as we do. We have around and multitudinous excellent sites for both gliding ing, yet certain worthy folks remind us that we ca them, because in one fortnight of the year these p used for their own pleasure.

There has also been a great deal of talk about communal site for all types of gliding, to be shar the Northern Clubs. The Scarborough Club are ing the B.G.A. about this. I hope that other Clubs will rally round and help. We expected least one B.G.A. official at the large Scarborough but they failed to appear, although this was the time when we needed them and expected them.

(Signed) H. S. CRABTREE (*The Ilkley Gliding*

[The communal soaring site is likely to provide tion to many of the outstanding problems of the N As THE SAILPLANE was unable to make Scarbo Christmas we do not feel free to comment upon tree's other remarks. We do agree that it *important* that the closest co-operation should tween the North and South. We look forward Club competitions at which North and South sh get together.—ED.]

Mr. Lander Replies to Mr. Lingard.

Sir,—In reply to Mr. Lingard, in the first plac like to say that if he will re-read our Group Report night ago he will see that I did not say *who* ju wind to be too strong for their machine.

What, perhaps, I ought to have said was that that to be the reason why no flights on the Bedford were made. Apologies, Mr. Lingard, for any unin aspersions!

It is incorrect to say that "no observations taken of the action of the wind when blowing in t tion." Actually, we have had previous experience from the same quarter, but admittedly not blowi so hard.

The down-draught from the further hill proved where we expected it, but this down-draught had whatever to do with the one which was in evidenc the lip of the hill.

The currents produced by our ground with a W.S such as prevailed on the day in question, are somew plicated, but apparently they consist of a very st narrow belt of up-current within a yard or two of Back of the edge there is an eddy which causes up-current 30 yards back from the edge and an e powerful down-draught just a few yards back from Out over the gulley between the launching hill further hill (which has a wood on it) the wind po over the trees like a waterfall into the gulley, at th of which all is turbulence. Halfway down the gu hither and thither, continually changing, making conceived plan of action impossible. With such direction there is only a very localised area where might be possible.

We would very much like to hear what wind dire Bedford Club ascertained from their investigation compass was likely to prove useful? Our own o that a N. to N.W. is undoubtedly best but that th is by no means ideal and it is yet to be proved whet ing on a Prufling is possible there.

(Signed) T. E. L

NEWS FROM THE CLUBS.



The North Cotswold Club Headquarters.

WHERE GLIDING CAN BE SEEN.

is.—The Bedford Gliding and Flying Club. Week-ends at Wilstead Hill, 5 miles from Bedford on Bedford—Luton road.
—The London Gliding Club. Meeting place, Turveys Farm, near Totternhoe, on Saturdays and Sundays.
set.—The Dorset Gliding Club, at Chickerell, Weymouth.
nburgh.—The Edinburgh Gliding Club. Sundays, at West Craigs Farm, between Corstorphine and Turnhouse Aerodrome.
m.—Merthyr and District Gliding Club. Sundays, 10 a.m. to sunset. ½-mile left Dynevor Arms, Merthyr Tydfil—Swansea Road.
ts.—Herts. and Essex Gliding Club. Sunday afternoons, Eastern Roadways Garage, one mile north of Stortford.
W.—The Isle of Wight Gliding Club. Whiteley Bank, near Godshill. Every Sunday from 11 a.m.
d.—Channel Gliding Club. Adjoining Hawkinge R.A.F. Aerodrome, 2 miles from Folkestone, on main Canterbury road. Every Wednesday and Saturday afternoon and all Sunday.
—North Kent Gliding Club. Saturdays 1 p.m., Sundays 10 a.m. Joyce Green Aerodrome, near Dartford.
—Kent Gliding Club. Week-ends above Lenham, on the Maidstone—Ashford road.
—The Isle of Thanet Gliding Club. Saturdays and Sundays from 2 p.m. Manston Aerodrome, Thanet.
ark.—The Glasgow Gliding Club. Barrance Farm, Easter Whitecraigs, near Glasgow. Every Sunday from 11.15 a.m.
ss.—The Furness Gliding Club, at Gleaston Park Farm, Gleaston, near Ulverston (midway between Gleaston and the Coast road). Sundays 10.30 a.m., by arrangement and weather permitting.
—The Stockport Gliding Club. Every Sunday afternoon at Woodford Aerodrome, Manchester.
—The Preston and District Glider Club. Week-ends at Butler's Farm, Beacon Fell, 2 miles from Inglewhite and 7 miles from Preston.
ts.—The North Staffs. Gliding Club. Week-ends at The Downs Banks, Barlaston Downs, near Stone, Staffs.
rey.—Surrey Gliding Club. Every Sunday, if weather permits, at Lockner Farm, Chilworth, near Guildford. 10 a.m. to sunset.
ex.—Sailplane Club of T.M.A.C. Horton Farm, Smallidole, near Steyning.
—Southdown Skysailing Club at Ditchling Beacon. Sundays, 10.30 a.m. till dark.
—The Worthing and District Gliding Club. Wednesdays, Saturdays, and Sundays, at High Titton, second turning to left going from Washington to Storrington.
wick.—Rugby District Gliding Club. Cote Hill Aerodrome, Husbands Bosworth, Rugby.
ts.—The Wiltshire Light Aeroplane and Glider Club at Easton Hill, Alton Priors Range, Bishops Cannings, near Devizes.
ts.—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.
ks.—The Bradford Gliding Club at The Pastures, Apperley Bridge. Saturday 1.30 p.m., Sunday 9 a.m.
—The Huddersfield Gliding Club. All day every Sunday at Bradley Dar', Huddersfield.
—The Leeds Gliding Club. Week-ends at Warfedale with the Harrogate Club.
—The Scarborough Gliding Club. Every week-end at Flixton.

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

THE FURNESS GLIDING CLUB.

The activities of the Club have been rather curtailed of late account of unfavourable weather. Added to this is the fact that machine had to be withdrawn from service at the end of vember as a consequence of its collision with a hedge. The asion was taken full advantage of by the more enthusiastic members, to give the machine a touch of local colour, while useful experience was gained in the way of repairs to the framing and ering of the planes.

By mid-December the machine was once more reported fit for duty, now embellished to the extent of a bucket seat, but still averse to wet weather. New Year's day witnessed the recommencement of operations, but short lived on account of oncoming fog. On the following Sunday, however, the weather was extremely favourable, and some 30 flights, in all, were carried out under the supervision of the Ground Engineer (W. Butterfield) and Ground Captain (H. S. Gross). To avoid further contention with the hedges members were instructed to land as near as possible to a marked spot, and the results attained were very satisfactory.

On this occasion use was made of a quick-release (ex bomb-trigger release) on the tail of the machine and a noticeable improvement in launching was the outcome, and more important still in these days when only a few are disposed to face the indifferent weather in the flying field yet one more man is available for "the rope."

Saturday flying has been dispensed with pending the arrival of the increased hours of daylight, and in order to make the most of the Sunday hours and to permit of suitable conveyance being arranged for members are being asked to notify the Ground Engineer, prior to each week-end, of their intention of being present, stating forenoon or afternoon.

Club members enjoyed quite a film show during the past week, when in addition to films depictive of the Club's training was "squirted" one of the Glasgow Club's sport. These films proved alike instructive and amusing and are a decided asset. The Club is indebted to Messrs. G. J. Lock and V. Foster, two of its prominent and active members, for their kindness in providing projectors, etc., for the show and in offering to "shoot" any future stunts of note.

It is hoped that a start will be made with the Construction Section's programme of work during the next week. In consequence of the decision made at the first Annual General Meeting, recently held, ladies are now being admitted as Associate Members of this Club.—R. C.

THE LEEDS GLIDING CLUB.

We had a very good day on Jan. 4, with Reynard I, when many good but short flights were made and members of the "skid-brigade" were given hops for the first time. We had about 50 flights.

On Jan. 2 the Club held a very successful Dance (the Treasurer was actually seen smiling the other day). We took delivery of Reynard II on the same day.

Jan. 11 was a little too windy for Leeds, so members contented themselves by watching Mr. Addyman on the Harrogate Dickson, who made some very nice flights.

We did a little flying on Jan. 18, but damaged the skid again. Next week we are taking out our new machine for the first time. We have had to close our flying membership list because of the already large size of the Club, and we do not intend to open it until at least half the members can fly the machines properly.

Mr. Wm. Adams has been elected President; Mr. Arnold G. Wilson and Mr. Francis E. Cox are our first Vice-Presidents.

Owing to the site being dangerous we have left Gildersome. Flying will be done, for the time being, with Harrogate in Warfedale.

THE LONDON GLIDING CLUB.

Last week-end, Jan. 17-18, was only the second official meet of the "advanced group," but the performances put up were ample proof that its formation was more than justified. On Saturday the Pruffing was not ready for flying until 2 p.m., and the first flight was made by Capt. Needham, who soared for about 7 minutes and then landed at the bottom of the hill. The machine was quickly returned to the top and Mr. Buxton took-off and began what was probably the most interesting Soaring Flight which has ever been made by a member of the Club.

The flight should not be regarded as a purely duration flight as although lasting for 1 hour 32 minutes its most interesting features were the numerous experiments carried out during this time, such as endeavouring to find out by trial and error at what distance away from the side of the hill the up-current declined, and to find out the best method of approach into already proved areas of lift, and numerous other similar trials. Although it was obvious that Mr. Buxton could have landed at the starting point without difficulty it was very nearly dark and he therefore concluded his flight with a really nice landing alongside the machine's trailer at the bottom

of the hill. These two flights were the first which were made on the Club's Pruffling since its modification, which consists of a domed cockpit cover, streamlining the pilot to a much greater extent than before, and a fairing of a similar height which extends right down to the tail unit, and has in effect improved the rudder control.

On Sunday flying commenced at 9.45 a.m., and Capt. Needham took-off the Pruffling and soared for a period of a little over 2 hours. As, however, he had not previously declared his intention of attempting a record he was not officially timed, for this reason no exact figures are available. Before he had landed no less than four other machines were in operation, the Club "Dagling" and Zogling, Mr. Lander's Pruffling (with wheeled undercarriage) and the Brant Aircraft Co.'s *Scud*, which is being tested by the Club. Some excellent flights were made on these machines, and Messrs. Smith, Robertson, Allan, Lander, and Elliot all qualified for their "B" Glider Pilot's Certificates. Of these it should be noted that all except Mr. Lander are *ab initio* pilots.

Mr. Manton, after further preliminary trials with the *Scud*, which has had several minor modifications during the week, made a flight in it off the top of the hill which was very impressive, and thereafter it was flown by Messrs. Petre, Mole, and Bentley, all of whom commented favourably on its behaviour in the air. Mr. Mole then made a fine flight of 42 minutes in the Club Pruffling, when in response to signals from the ground he landed at the start point and handed the machine over to Major Petre, whose flight of 11 minutes was a particularly creditable performance, as this was the first time that he had ever flown a Pruffling. By this time (3 p.m.) the wind had dropped almost completely, and soaring was no longer possible, which was most unfortunate as Messrs. Humby and Morland were both waiting to qualify for their "C" Certificates.

This week-end of Soaring Flight, however, was not without its humorous side, and at about 4 p.m. on Sunday Mr. Richardson made his contribution by landing the "Dagling" on the top of a haystack. The machine, which was only slightly damaged, remained in position and Mr. Richardson, who is himself engaged in agricultural pursuits, disembarked and with commendable promptitude proceeded to repair the stack thatch! Surely no landlords can be antagonistic to Gliding after such consideration as this!

There are still some vacancies in the instructional group, and those interested should apply to the Secretary of the London Gliding Club, Empire House, 8, St. Martin-le-Grand, E.C.1, for further particulars.

THE LONDON GLIDING CLUB: HARLINGTON GROUP.

On Jan. 18 *Thistledown I* was loaded on to the special crate used for transporting the machine on top of the Delage and we all went over to Dunstable Downs complete with Car Launching Tackle to give the promised demonstration at headquarters.

We arrived to find Captain Needham nearing the end of his second hour of soaring and by the time we had off-loaded and fortified ourselves with a spot of lunch Captain Needham had rounded off his record and brought the machine down for the use of those who had been impatiently awaiting his descent.

By 2.30 p.m. when *Thistledown* took the air the wind had dropped to such an extent that soaring was no longer possible. This was evidenced by the fact that the Club Pruffling was no better able to soar than the Harlington machine in the then prevailing wind velocity. Five flights in all were made and everyone voted the Dunstable Downs a vast improvement on Streatley Hill. *Thistledown* was left at Club headquarters and will be available for use by group members on the Downs on Saturday and Sunday next. The following week-end the moon will be right for moonlight operations if anyone cares to take advantage and weather permits.

Mr. Allan, Mr. Elliott and Mr. Lander of the Harlington group all qualified for their "B" Certificates.

A Worthwhile Suggestion.

About 25% additional control surface has been added to *Thistledown's* rudder with marked increase in control. An experiment in covering material has been tried which has not turned out an unqualified success, although it functioned well enough, i.e., the rudder was covered with light net and then a covering of Cellophane was superimposed and finally doped one coat.

In a dry atmosphere this material forms a drum-tight and almost glass-smooth covering, but moisture slackens it off considerably. If this disadvantage could be got over there is no doubt that it would have several other advantages to recommend it. Being transparent the internal structure can be examined for fractures without cutting the fabric. Being non-porous, dope is only applied for water-proofing purposes. The material in addition to being so smooth is also very light, but probably has not as good strength—weight ratio as ordinary fabric.—T. C. L.

THE PRESTON AND DISTRICT GLIDER CLUB.

It is acknowledged that one must have wind for gliding and soaring, and members of the Preston Club who turned out on Jan. 17 and 18 at Beacon Fell are convinced that their site, which is 874 feet above sea level and 500 feet above the surrounding country, is the windiest spot in the world!

On Saturday a gale raged over the top of the Fell, and the field in which training is usually carried out, having two slopes with a deep depression in the centre, was subjected to a strong up-current on the face to windward, with a severe down-current in the valley. Only one flight was attempted, and as nothing was to be gained by instruction under such conditions, the machine was pegged down, covered up and left for the night.

We arrived early on Sunday morning to find that the wind, although somewhat abated, still blew in the region of 25 to 30 m.p.h., and in view of the fact that there was a good muster of members, together with not a few interested people who were good prospects, a spot of flying was essential. Situated as we are on the Fell, which is really a huge knoll, 3½ miles long by 2 miles across, we are thus enabled to use any side, according to wind direction; so our R.F.D. was taken across to the North-west corner.

A large meadow selected 400 feet below, and the Club Instructor after being bidden good-bye by facetious members, was launched into the teeth of a wind which lifted the glider before it had skidded 4 yards. At this point the hill falls almost vertically, and a severe up-current was evident. Keeping the nose well down and making an "S" turn to lose height a landing was made in the meadow, where it was found that comparatively calm conditions prevailed.

The landing gear was brought down and the rest of the day devoted to instruction. Every member made three flights, and confidence in themselves and the machine is being quickly gained as is evident by the results obtained.

Unfortunately the day ended on a dismal note, a drizzling rain setting in about 4 o'clock. But although everyone was wet externally their spirits were damped not at all. Following a good tea at the farm, to which full justice was done, and a warm by the fire, we called it a day and wended our way through a shroud of mist to the valley below and thence homeward, tired, but happy.

THE SCARBOROUGH GLIDING CLUB.

A goodly number of useful flights have been made during the last few days. On Jan. 14 Messrs. Barnes (B) and Slingsby (B) made Zogling flight of about 3 mins. and 2 mins. respectively, in a rather gusty wind. Members turned out on Jan. 17, but by general consent weather conditions were rather "too-too"! Herr Magersuppe endorsed this view after risking a short flight in the Pruffling, in which he was "wooded" to about 100 ft., performed two rather hair-raising 50 ft. drops, and made a safe landing.

On Jan. 18 the Pruffling and "nacelled" Zogling were assembled early, and, despite Arctic conditions, about 12 flights were made by members, including Messrs. Baynes, Kelly, Tessiman, Turner (A), Thompson (B), Slingsby (B), and Barnes (B). Herr Magersuppe states that in his opinion the three last-named are now quite ready to qualify for their "C" certificates, given favourable conditions—T. C. T.

THE SOUTHDOWN SKYSAILING CLUB.

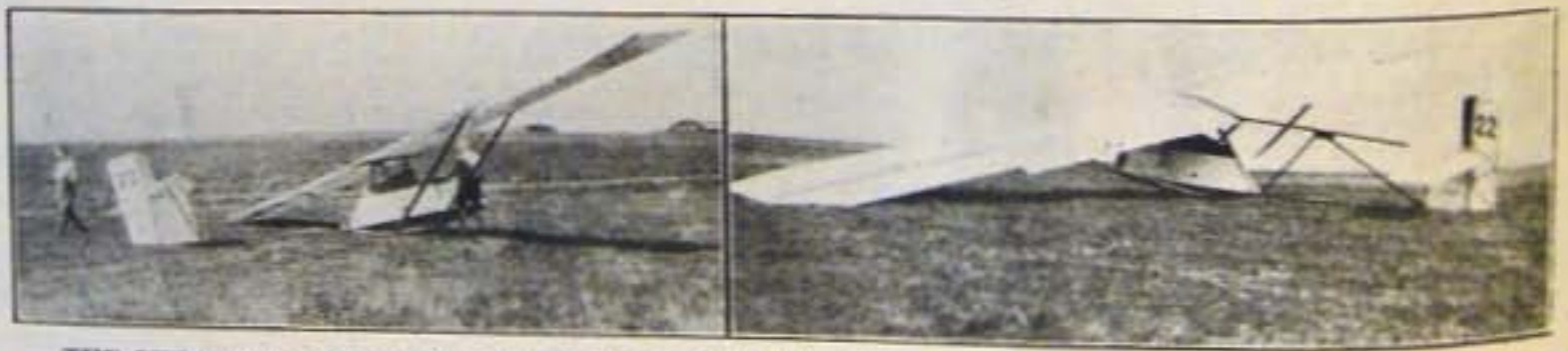
On Jan. 19 the Club put in a full day's work, all members who turned up in good time getting three launches each.

In the absence of Flt. Lt. Brown, who, we are glad to say, is making satisfactory progress after his accident, Mr. C. C. Russell made a test flight of 31 secs. Mr. Robins followed with an attempt at a 45 sec. flight, but failed owing to bad choice of launching position.

The wind which had been strong now dropped and short flights from lower down the hill were made. Miss Hackworth continued to show great promise and the advantage of a light hand on the elevator control. Messrs. Tulley and Cannon should soon be ready for their "A" certificates and Messrs. S. Robinson and Leaney show marked improvement.

The use of a greased launching board has been temporarily discontinued as several members agree that the acceleration obtained with a good rope is too rapid to be comfortable. With an old rope this board was a very great advantage.

The day's work was reduced by the arrival of an ancient Chevrolet with double wheels and chains, but it did not share the high spirits of its drivers and so packed up during the afternoon, needing the combined efforts of all members to remove it from the field.



THE CHEAPEST SAILPLANE.—The "Hols der Teufel" which is used in Germany for getting "C" Certificates.

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