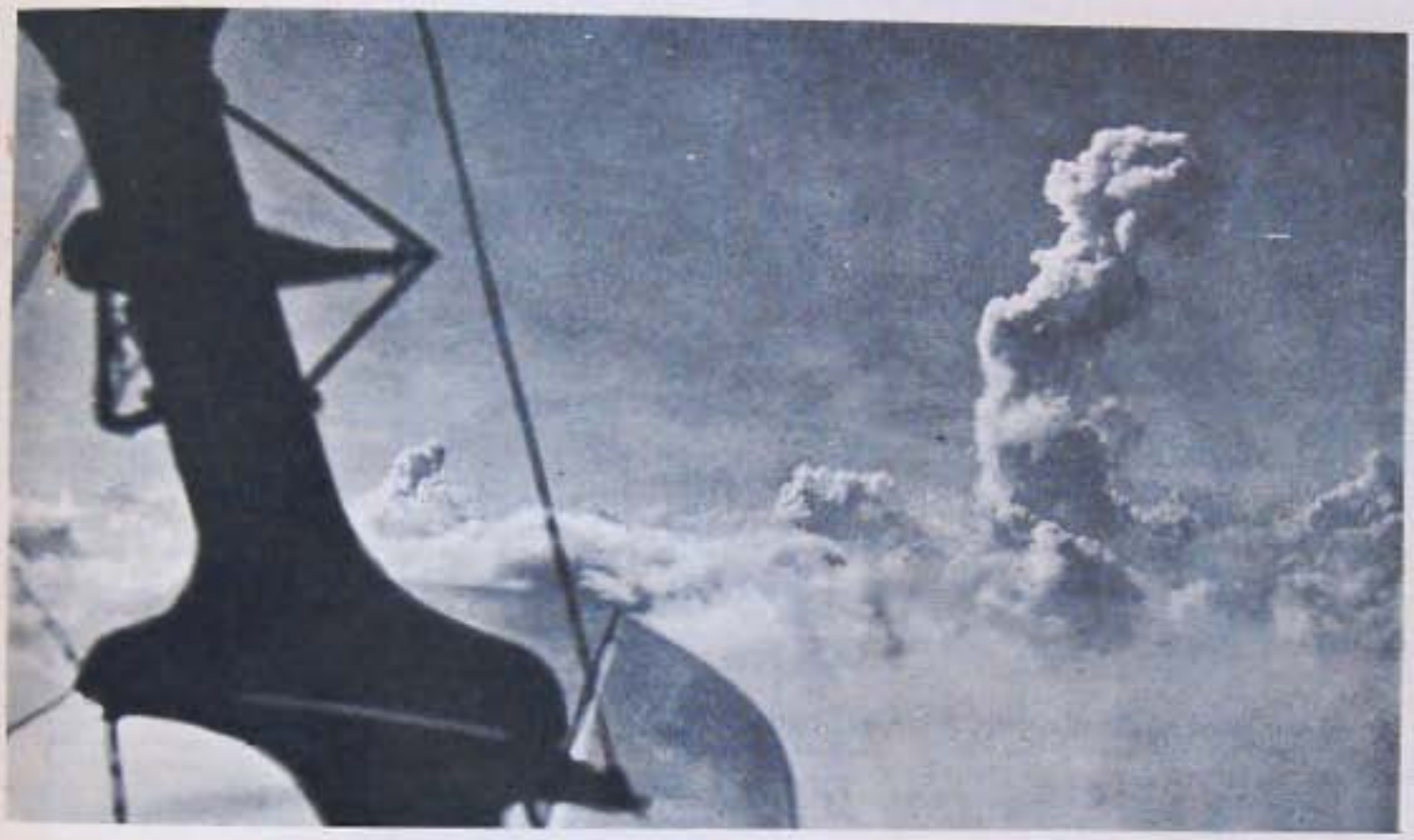
Mar. 6, 1931. Vol. 1. No. 26.

THE SAILPLANE AND GLIDER

Price 3d.

WHEREBY WE MOVE.



Above the clouds at the Wasserkuppe. The curious formation due to rising currents should be noted.

On Thursday, Feb. 26, Captain F. Entwistle, who is the Superintendent (Aviation) in the Meteorological Office, read a paper before a joint meeting of The Royal Aeronautical Society and The British Gliding Association. The paper was concerned with the Meteorological Aspects of Gliding and Soaring.

This was a notable occasion as being the first time, apart from the dinner to Dr. Georgii and Herr Stamer a year ago, that the meteorologists, as such, have made an appearance on behalf of the Gliding Movement. THE SAILPLANE since its inception has consistently urged the need for organised meteorological research and observations among the Clubs. For meteorology is the science which concerns itself with those currents and movements of air which supply the energy whereby our pilots make their engineless flights.

Captain Entwistle's paper, to the clarity and excellence of which more gifted persons than ourselves paid tribute, will appear in THE SAILPLANE in a somewhat condensed form in due course. We would however like to comment on the occasion as being one which will mark the beginning of that essential co-operation between Meteorology and Soaring Flight.

Captain Entwistle went so far as to visualise a Central Gliding Research Station which should co-ordinate research throughout the Movement. This must be our aim, but

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meanwhile let us take heart from the remarks of Dr. Simpson, the Director of the Meteorological Office, who, although not prepared to accept the glider as the finest instrument of meteorological research is convinced that Meteorology has much to gain from co-operation with the Gliding Movement which he assures of all the help his organisation can give.

The next step is to get some scheme going in which the various Clubs can co-operate. We have already been assured of enthusiastic support and we are sure that even more people will be forthcoming with offers of practical assistance so soon as we are able to tell them what is to be done. This we hope to do next week.

THE BRITISH GLIDING ASSOCIATION.

The first Annual General Meeting of the British Gliding Association was held on Friday, Feb. 27, and we, ourselves present by courtesy of the Council, were amazed at the poor attendance. We should have thought that the 162 members of the Association would have been anxious to hear the report of the first year's working and comment thereon.

The outstanding feature of the meeting was the problem of inadequate funds. Although by the beginning of this year the Association had received £2,105 9s. 1d. in gross receipts, only a balance of £87 3s. 2d. was left, though sundry debts due to the Association amounted to £456 14s. It seems likely however that rather more than half of this is not likely to be recovered.

A point which struck our not very perspicacious selves was the fact that the income of the Association from sources such as subscribers, capitation fees, ceritficates of airworthiness, and glider pilots' certificates amounted to nearly £463, whereas the overhead expenses (rent of office, salaries, expenses and travelling expenses, telephones, postage, etc.) amounted to £844. This excess over what one might call regular income had to be met out of donations, upon which a heavy demand was also made by the expenses of the Kronfeld demonstrations, the cost of these amounted to nearly £290. Of the donations, which amounted to £1,017, Lord Wakefield was responsible for £1,000. It must be stated in absolute fairness to the B.G.A. that of the £290 practically the whole is alleged to be due to them.

We should have thought that such demonstrations ought to have proved a lucrative source of revenue to the Association. It seems imperative that some means should be found of keeping the overheads within the regular income to be expected by the Association. Only thus will the sums given by donation become available for special purposes and the building up of a reserve fund.

If we are all convinced of the necessity of the Association we must find some way of making the Clubs, which represent collectively the individuals who ultimately gain by the activities of the B.G.A., support the Association. Gliding appears to us to be the one branch of Aviation which can pay its own way, this has at any rate been proved by various Gliding Clubs.

BY WHAT AUTHORITY?

The Secretary of *The British Gliding Association* announces:—

TOWED FLIGHT.

At a Meeting of the Council held on Friday, Feb. 27, 1931, it was decided that as from Mar. 13, 1931, no Towed Flight of any kind may take place without a permit from the Association.

Experiments carried out by the Association have shown that the problem is more involved than was at first thought.

The Association is carrying out further experiments in order to arrive at the exact conditions for safety in Towed Flight, and as it tends to be more dangerous to life than ordinary catapulted Gliding, suitable regulations are being drawn up and will be issued as soon as possible.

It is always unfortunate when a body issues a fiat which it lacks power to enforce, and more unfortunate when it declares that pioneers in new applications of the sport which it professes to direct are to stand by while the body catches up with their experiences. Ever since last Autumn Clubs have been experimenting with auto-towing and the B.G.A. now decides to veto the method which Mr. Lowe Wylde and N.F.S. Ltd. are doing their best to popularise. We should be interested to hear more of the "experiments made by the Association."

We suggest that as example is better than precept the B.G.A. should attempt to show the best ways of giving auto-towed tuition rather than issuing vetos which if effective can only prevent constructive work being done.

If the Association is so concerned with the safety of gliding why did it not insist on an Inquiry into the causes of the crash at the Southdown Skysailing Club which was due to improper inspection of a machine before a flight. As nearly every training glider in the country is of a type approved by intensive use abroad, the B.G.A. C. of A. can add nothing to the airworthiness of such types.

The B.G.A. has never been able to insist on the proper inspection of machines before flight or after an alleged repair, although the lack of such inspection can easily nullify the results of the most careful stress analysis. We deplore the bureaucratic outlook which produced a veto on auto-towing, ignoring the fact that nothing practical has been done to prevent a repetition of accidents due to lack of adequate inspection, although every accident to personnel in the resuscitated British gliding movement so far, which has come to our knowledge, has happened to machines launched by the shock-cord method.

THE NOTTINGHAM GLIDING SCHOOL.

A month has passed since the first invitations to join the Nottingham Gliding School were sent out and the results have been pleasing. There are now 33 members, seventeen are full-year members, the remainder are for the first quarter. Some are fully experienced members of the Nottingham Gliding Club; some are University men, members of the R.A.F.O., the remainder are laymen.

The School has been organised to cope with those people whom the ordinary Club finds difficulty in training, such as those who take a long time to master the movements of the controls. A further feature of the School is the tripod method of mounting the glider, which allows the machine to be faced into the wind with the controls more or less operative. The machine is thereby hoisted clear of the ground and is free to take up any position within certain limits.

This tripod has an adjustable vertical screw supporting a universally-jointed shoulder. The vertical screw is carried by a tripod. The upper longeron of the fuselage centre-section is dropped into the shoulder and the glider with the pupil firmly strapped in is hoisted clear of the ground by adjusting the screw.

The legs of the tripod are so arranged that the machine is more or less free to swing as the controls are moved. The controls are said to be operative in winds ranging from 5 to 40 m.p.h. A similar device was in use at Brooklands in the very early days of Aviation.

No pupil of the School is allowed to be catapulted off the ground until he or she have shown themselves capable of controlling the glider on this tripod.

Mr. H. A. Searby, the principal of The Nottingham Gliding School, Carlton, Notts., will be pleased for representatives from any Club to visit the School and witness this most interesting appliance in operation.



THE NOTTINGHAM SCHOOL.—Left, the School hangar and machine. Right, Mr. Searby at the controls of his glider. This has been considerably modified, as can be seen from the photograph.

This space is reserved for

THE ROYAL HOTEL SCARBOROUGH

Announcements of special interest to Gliding enthusiasts will appear in this space weekly.

SOUTHERN GLIDERS' SOCIAL CLUB

In general reply to many inquirers and others interested in our Club, we would say:—

(1) Membership is over 100, including that of four different B.G.A. affiliated Clubs, and is increasing steadily each week.

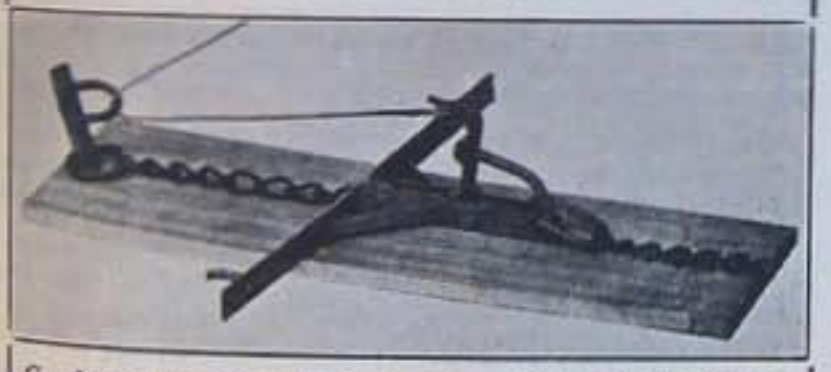
(2) Three of our members own their own machines and a fourth is about to buy his.

(3) The Club is affiliated to the *British Gliding Association*, several of its members are independent members of the B.G.A., and three of its members are on the Council of the B.G.A.

(4) Flying and storage rights in our ground are covered by a legal deed, and may be obtained only through our Flight Secretary. No other person or Club has any independent rights in any portion of the ground in question.

General Secretary: F. WHITE, 44, Norton Road, Hove.

You must have a QUICK RELEASE for Catapult Launching.
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WHAT IS GOING TO HAPPEN ON MAR. 7—8?

Our High Efficiency Machine will make its first appearance

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Are You Using Obsolete Equipment?

The most modern and efficient method of training for extended Gliding and Soaring is by Auto-towing with a B.A.C. Aircraft.

By adopting this method you will attract and be able to cater for a greatly increased membership, and the interest and enthusiasm of all members will be retained.

INTERCHANGEABILITY of **B.A.C.** types means the minimum of trouble and expense in converting your existing B.A.C. machine for towing or soaring.

COME to NEWCASTLE (CRAMLINGTON) during the WEEK-END and see a demonstration of AUTO-TOWING at the N.F.S. Aerodrome.

THE BRITISH AIRCRAFT COMPANY, MAIDSTONE.

Mr. C. H. LOWE-WYLDE, General Manager.

A MERITED HONOUR.



Mlle. Lippens watches the erection of a B.A.C. III at Ditchling.

His Majesty The King of the Belgians has decorated Mlle. Suzanne Lippens with the Cross of Chevalier of the Order of Leopold, in recognition of the successful work which she has been doing to further civil aviation in Belgium, where she obtained her amateur pilot's licence in 1928 and since 1930 has been flying her own Moth.

Her many friends in this country will join with us in congratulating Mlle. Lippens on receiving so signal an honour from her King and they will remember with gratitude all she has done to further the cause of motorless flight in this Country which has the honour of having provided at Folkestone the site above which she soared for 30 minutes, thus creating what is believed to be a World's record for motorless flight by a woman pilot.

We look forward to welcoming Mlle. Lippens over here again soon, when she will undoubtedly beat her own record.

AN IMPROVED METHOD OF LAUNCHING.

The two rival methods of instruction in Gliding, Shock-cord and Auto-towing, both have their disadvantages. The former is probably the better for the novice, but as many Clubs find, it is difficult to get with regularity the number of members to make a full launching crew. Further the acceleration is so sudden that the shock undoubtedly upsets a nervous pupil.

Auto-towing is advocated by its sponsors as an improvement on the older recognised method of tuition. This method has also some very grave disadvantages. In the first place it is not always easy to obtain a site where a car can be driven at 30 m.p.h. for a sufficient distance. Then there is the expense of fitting wheels to the glider, so that the wing-tips will not fall while the car is getting up speed. Difficulty will also be found to obtain a car with sufficient speed and power, or for that matter to find a member willing to allow his car to be thus ill-treated.

The following suggestion is put forward as an alternative to these two methods. It should be of interest to those Clubs that have not got the space for Auto-towing and who find that they do not always get the attendance of sufficient members for Shock-cord launching.

The easy way out of the difficulty would be for a car to take the place of the missing launching crew. This in itself is exceedingly dangerous. The glider in inexperienced hands may easily hit the car, and should the elastic break the pilot is likely to receive a kick that will out-do one from an Army Mule, as one unfortunate member of a Northern Club will agree.

If however a long rope of at least 100 yards is attached to the glider with the ordinary ring and the launching cable (single) is attached to the end of this rope, both these dangers are removed. If the elastic breaks it cannot fly back to the glider, and as the car will be nearly two hundred yards away from the pilot, when the ring drops, there can be no danger of the pilot landing on the car.

In practice the car moves forward in bottom gear until the pilot gives the word to release. The glider moves slowly off, in a much more pleasant way than when launched with a crew each side. As it is almost immediately air-borne there is no danger of the wing-tips dropping. The car-driver keeps on for as long as he can, but as soon as the ring drops he turns to the side so as not to worry the pilot.

A suggested improvement would be the fitting of another or "check"-rope, fifty per cent. longer than the elastic cord between the car and the first rope to avoid stretching the cord more than this amount.—H. J. Secker.

THE FIRST YEARBOOK.

Gliding-1931 is out! This is an achievement, the equalling of which will take a mighty effort. The Dorset Gliding Club have aimed to produce a book which shall stimulate interest in Motorless Flight, and whether they succeed or whether they fail will depend to my mind solely on how well their distributing arrangements have been planned, for if the ordinary man or woman gets hold of the book they will certainly have their interest aroused.

The Club has aimed at a portmanteau publication, and to cram so much information into 2s. 6d. worth of space is notable. There are bound to be critics who will complain of this, and of that, but the book must be judged on its aims, and more particularly the worth of such aims, rather than the actual achievement of such, for as one of our own poets has said, "Not failure, but low aim is crime."

But why paper covers? It seems a pity that the excellent work of Mr. Lukins should be fated for so early a demise.

Gliding-1931 leads up from an introductory article of very general appeal to the severely technical so that it caters for everyone. To my mind the most interesting sections are, first, that wherein are described and illustrated leading types of motorless aircraft, and, second, the register of the Clubs now scattered throughout the Country.

The first of these sections will, I hope, in years to come be so enlarged that the publication will become the recognised international authority for motorless aircraft, this is an aim well worth while, perhaps in time it will reach the standard of *Jane's All The World's Aircraft*, which is the recognised international authority for motor-driven craft.

The Club register is excellent too, as is the chart which accompanies it, though the enormous labour involved in its compilation considered in relation to the fact that the chart is eternally obsolescent, will probably make continuance of the latter not worth while.

There is a point which I, as Editor of The Sailplane, should like to make, and that is that a very large number of photographs have been attributed to The Sailplane, this is not strictly correct. All these photographs have appeared in The Sailplane, and the originals were loaned to The Dorset Club with the explanation that the copyright was not necessarily ours in every case.

Nobody could call Gliding-1931 a partisan production. Seeing that all the onus of production has fallen upon members of the Club their impartiality deserves to be commended.

The Editor of Gliding-1931, Mr. H. R. R. Goodyear, must be pleased with the appearance of his production and I have no qualms about his not being pleased with its reception. I would advise the Dorset Club to see that quantities of the book are on sale at every demonstration of Motorless Flight this spring and summer for thereby a very widespread interest in, and understanding of, Motorless Flight will be engendered.—T. J.

A CLUB FOR SOUTHEND-ON-SEA.

It has been decided to form a gliding club in the Southend-on-Sea district and arrangements are being made for the construction of a Primary type of machine.

Gliding enthusiasts in the surrounding districts are invited to communicate with Mr. J. H. Richardson (Sec., *pro tem.*), 43, Northview Drive, Westcliff-on-Sea.

THOSE GOTTINGEN WING SECTIONS

For some considerable time this office has been deluged with inquiries as to where particulars of the Göttingen wing sections could be obtained, especially the more recent ones. We therefore took the advantage of finding this out from Herr Lippisch when he was over here. He told us that all publications relating to these sections can be obtained from: Verlag R. Oldenbourg, München, Glückstrasse 8.

The official publications of the Göttingen Laboratory are "Ergebnisse der Aerodyn. Versuchsanstalt zu Göttingen, Prof. L. Prandtl (I to IV). The yearbook of the R.R.G. also contains a lot of pertinent material, particularly Göttingen Section 625, which is in the second yearbook. The German description is:—Veröffentlichungen des Forschungsinstr. der Rhön-Rossitten Gesellschaft e.v. Jahrbuch (I to IV).

We regret that so far we have no particulars as to price.

THIS WEEK'S AUTO-TOWING.

Mr. Lowe Wylde and his accomplices of the British Aircraft Company are giving demonstrations of auto-towing at the Newcastle-upon-Tyne Aero Club at Cramlington on Mar. 7 and 8. National Flying Services Ltd. will welcome all visitors who are interested in this new method of flying training.

On Mar. 14-15 there will be demonstrations at the Blackpool and Fylde Aero Club, Blackpool; on Mar. 21 and 22 at the Nottingham Flying Club at Tollerton; and on Mar. 28-29 at the Berks, Bucks and Oxon Aero Club, Reading.

CORRESPONDENCE.

The Dagnall Prize.

Sir,—Might we ask if you will kindly publish that the "Dagnall Prize" was won by the London Gliding Club with a total of seventeen "A" tickets, gained between Aug. 15 and Dec. 31 last.

Thanking you.

Yours faithfully,
For the R.F.D. Co.,
(Signed) *R. F. Dagnall.*

Suggestions for a Sailplane Competition.

Sir,—There has been much talk of a sailplane competition this year and I believe it is fairly definite that the B.G.A. are in the course of organising one at the present time. I feel that perhaps I could be of some help in making a few suggestions, which I hope you will publish, so that as much constructive criticism as possible may be gathered through The Sailplane. I therefore enclose some suggestions.

Most of the tabulated contests are similar to those of the German competition, but I would like to draw your attention to Nos. 5 and 6. So many manufacturers are selling, or are going to sell sailplanes which, with a few exceptions, have yet to give a proof of their ability to soar. With such a contest as suggested in No. 5, British Manufacturers could prove the abilities of their machines before the leading pilots and clubs of England.

After what I saw in Germany, and having two or three German pilot friends who have constructed, or are constructing, their own sailplanes, I feel that No. 4, Sec. 6, is perhaps of the greatest importance. Moreover, as I suggest that every machine must have a C. of A., this contest, if held yearly, for home-constructed machines, will make the many enthusiastic sailplane constructors think twice about building a freak of their own, and will tend to make them build machines whose designs have been approved by *The British Gliding Association*. But it will give an opening to budding British designers. Besides this I consider that groups of enthusiasts who are keen enough to build their own sailplanes will eventually prove themselves the backbone of the Gliding Movement and ought to be encouraged.

I hope these few suggestions will raise interest in this question. I am certain that the B.G.A. will receive with open arms any really useful criticisms that might be forthcoming through The Sailplane.

(Signed) H. S. Crabtree.

SUGGESTIONS FOR A YEARLY SAILPLANE COMPETITION TO BE RUN BY THE B.G.A.

1. That the B.G.A. definitely run a sailplane competition per annum, whether it be international or not.

2. That if possible the site should be the same each year so that pilots can practise over it during the week or so previous to the competition. (As at the Wasserkuppe.)

3. The following classification of machines be made:—"A." High performance sailplanes. "B." Intermediary sailplanes. (*Vide* Herr Lippisch Classification in last B.G.A. journal.)

4. That the following contests be run:—No. 1. Greatest aggregate distance flown. (Three flights as in German competitions.) No. 2. Maximum flying time during the whole of competition for A and B (International.) No. 3. Greatest distance flown by British pilots in British machines. No. 4. Maximum flying time for British machines and pilots during whole of competition, for "A" and "B" pilots. No. 5. That a special two days be devoted to manufacturers who would compete for distance and duration with paid or unpaid pilots. (Open to British manufacturers only. Entrance fee?) No. 6. That a special contest for British pilots who will fly machines built by themselves or by private groups of friends be held.

5. That every competing machine have a C. of A. and every pilot his C. certificate.

6. That prize money shall only be offered (when International) for Nos. 1 and 2 and 6. (When not International only 3, 4, and 6.) That instead of prize money for Nos. 3, 4, 5, 6 special aluminium plaques be stamped bearing full details of contest of competition including date, place, etc. These plaques should be light so that pilots could attach them to their machines if they wished. (They could be enamelled.)

7. That to cover the cost of purchasing these plaques the B.G.A. should also have for sale plaques as a memento for machines which competed.

8. That special diplomas, etc., be presented for No. 5.

[*Mr. Crabtree's remarks will, we trust, be fruitful of discussion. We like his idea of aluminium plaques, which need cost, as outlined, the organising body nothing, but will be of real value to the winners. On the other hand, to limit the entries to "C" pilots would restrict the British entries to about a dozen.*—Ed.]

Questions from North of the Tweed.

Sir,—Here are some questions which your office-boy may answer:—

1. Instead of bothering the Air Ministry about airworthiness, would 1/8th h.p. pedalling a propellor not manage to keep up the Poppenhausen in still air?

2. Would the training of beginners not be better with an instructor in a dual control machine, and at a safe distance from the ground? A machine stalling near the ground is bound to hit it.

3. Are sailplanes not to be fitted with power of some kind under the following conditions?

(a) When sailplanes are privately owned, and no ground crew is available or is unwilling.

(b) When the owner is too lazy to enjoy the lovely country journey to his Club, and wants to take-off from a near field.

(c) When lack of wind and lack of power means some cross-country aspirant coming down on a prize flower bed, and probably when he is in a hurry to get back.

(d) When the man of limited means, who is usually a man of limited time, cannot wait for a decent wind arising.

4. Why have slots not been used when they are considered so valuable?

5. Do Herr Brustmann and other "flappers" think straight line motion superior to circular motion? Why not put a motor-car on legs?

6. Will Herr Kronfeld prove his theory of air currents over the sea, or that of Sir Gilbert Walker?

That's all.

(Signed) Fou.

GLIDING CERTIFICATES II.

The Sailplane for Jan. 23, 1931, contained a list of the first odd-hundred gliding certificates. Lack of space prevents us from continually reprinting this, so we intend to publish instalments as they come to hand. The first of these instalments follows after this; it should be noted that Nos. 22 and 23 have now gained "B" Certificates.

No.	Name.	A.	B.
103.	P. S. Papps (*Portsmouth*)	21.12.30	
104.	J. H. Saffery (*London*)	21.12.30	
105.	A. H. Turner (*Portsmouth*)	19.10.30	
106.	H. M. Sellers (*Cosmsley & District*)	30.11.30	
107.	G. Walsom (*Cosmsley & District*)	30.11.30	
108.	L. D. Dunsford (*Surrey*)	28.12.30	
109.	Lady Mary Bailey (*London*)	4.1.31	
110.	Evelyn Moore (*North Cotswold*)	11.1.31	
111.	W. L. Manuel (*Channel*)	18.1.31	
112.	A. C. O. Warren (*Surrey*)	28.12.30	
113.	E. C. Gordon England (*Haxworth*)	11.1.31	
114.	M. L. Bramsom (*Haxworth*)	24.1.31	
115.	H. M. Schofield (*Haxworth*)	25.1.31	
116.	R. Cockburn (*Portsmouth*)	19.10.31	
117.	Marian C. Johnston (*North Cotswold*)	11.1.31	
22.	R. G. Robertson (*London*)		18.1.31
23.	T. E. Lander (*London*)		18.1.31

AN AUSTRALIAN INTERMEDIATE.

The *Lark*, which is a secondary or intermediate glider designed by Mr. W. S. Shakleton of *Wee Bee* fame and built by the Larkin Aircraft Company, has taken the air. It is a high-wing cantilever monoplane of typically Germanic conception, which has been simplified by substituting straight lines for curves and using a rectangular plan-form wing. The tail-unit is also cantilever and rectangular.

HANGARS For SAILPLANES and GLIDERS
(AS SUPPLIED TO THE LONDON GLIDING CLUB)
In complete sections for easy erection or removal. Size 50'×30'×8': £87 13 0 Any size to order.
G. ELLIS & CO., GAINSBOROUGH ROAD, HACKNEY WICK, LONDON, E.9.
Telephone: Amherst 1091 (4 lines).

GLIDING, 1931
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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.
—The London Gliding Club. Meeting place, Turveys Farm, near Totternhoe, on Saturdays and Sundays.

Dorset.—See under Somerset.

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.

Hants.—The Southampton Gliding Club. Every week-end at Red Lodge Farm, Bassett.
—Surrey Gliding Club. Sundays from 10 a.m., weather permitting, at Stocks Farm, Meonstoke (Old Winchester Hill).

Hereford.—The South Shropshire and North Herefordshire Gliding Club at Dinmore, ½-mile from main Hereford-Ludlow Rd. Every Sunday, and Thursday from 2 p.m.

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. Whiteley Bank, near Godshill. Every Sunday from 11 a.m.

Kent.—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.

Lanark.—The Glasgow Gliding Club. Barrance Farm, Easter Whitecraigs, near Glasgow. Every Sunday from 11.15 a.m.

Lancs.—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.

Notts.—The Nottingham Gliding Club, Mr. Ellis's Farm, Kneeton Road, East Bridgford, Notts. Every Sunday, weather permitting.

Somerset.—The Dorset Gliding Club, Westland Aerodrome, Yeovil.

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

Sussex.—Southern Gliders' Club. Newmarket and Balsdean, between Lewes and Rottingdean, near Brighton. Week-ends by arrangement, for Soaring. ('Phone: Hove 5116.)
—The Southdown Skysailing Club. Sundays from 10.30 a.m. High Barn, Rottingdean.

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. Saturday 1.30 p.m., Sunday 9 a.m.
—The Huddersfield Gliding Club. All day every Sunday at Bradley Bar, 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 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.—Ed.]

THE BEDFORD GLIDING AND FLYING CLUB.

Despite the severe wintry weather over the week-end, it was very pleasing to see a full muster of new members for Instruction, but owing to the gusty nature of the wind it was not deemed advisable to leave the ground.

Mr. Lingard, the Club Captain, made a few test flights to see, or rather to feel, what it was like up above, and gave us all a good demonstration of handling a "Dagling" under difficulties. On one occasion, after leaving the ground, a sudden squall vertically lifted the machine to a considerable height after which an equally sudden drop in the wind caused the machine to get into a dangerous-looking side-slip, but the "skipper" was wide awake and gave us a good demonstration of diving into the trouble and thus coming out of it safely.

All the beginners having had a good grounding in theory, were given turns in trying the controls in the machine on the ground. Some very good practice in lateral and rudder control was given by holding the nose of the machine with the rope into the high wind on the hill top, and getting the pupil in the seat to "balance" the machine on the wind. On several occasions, the beginners were surprised to find the machine "kiteing" from several inches to a foot of the ground.

Next week-end, weather permitting, all beginners will be given their first ground hops from the lower slopes.

On the social side, the Club is giving a cheery dance at "The Dujon," High Street, on Saturday, March 14, from 7.30 to 12 p.m., tickets 2s. 6d. single, 4s. 6d. double. We shall be pleased to welcome members or parties from any other Clubs.

THE BRADFORD GLIDING CLUB.

On Sunday, Feb. 15, we turned out at Weeton, Harrogate, in full force in order to train the team which was to represent the Club in the H.A.C. inter-Club competition of the following Sunday. The



Quick work! The new Ellis hangar erected by the London Club in two days.

proceedings were, however, brought to an abrupt conclusion by the first serious crash we have yet had. The Dickson was very badly stalled at a height of about 40 feet, went into the beginning of a spin, and crashed almost directly beneath the point where it had first got out of control.

The unfortunate pilot, Mr. Burrow, a 61-year-old flying member of the Club, sustained a fractured arm and minor bruises. He was rushed to Harrogate Infirmary, where temporary treatment was given, and later taken home, where he arrived in a philosophical but creditably cheerful state of mind. We are glad to be able to say that he is progressing very favourably, and that his enthusiasm is in no wise damped by his accident.

The machine was very badly piled up, the fuselage being smashed almost to matchwood, and minor damages being sustained by each wing. Altogether, things looked very black for our part in the inter-Club competition of the following Sunday, Feb. 22. The remains were, however, reverently gathered up and laid on the trailer to be conveyed back to the construction workshop in Bradford, where a complete examination was made. This revealed the unwelcome fact that the fuselage would have to be entirely rebuilt and two ribs replaced in each wing.

The constructional section, under the control of Mr. R. Crosland, at once took the repairs in hand, working at all hours of the day and night in order to complete the machine in time for the competition. Repairs were finally completed at 5.30 a.m. on the day of the competition, when Mr. Crosland retired for a few hours of well-earned sleep, rising in time to tow the trailer 13 miles to Weeton over roads partly covered in snow, with the P. and M. motor-cycle.

The cavalcade arrived on the competition field at 12.45 p.m. and the machine was rigged and ready for inspection by 1.10 p.m. The other competing machines had been ready for some time, but the other Clubs had, in a very sporting manner, postponed the start in order to enable us to compete.

The details of the competition have already appeared in The Sailplane. Bradford managed to win the cup, and the credit for this goes to the constructional section for getting the machine ready in time, and to the Club's instructors and captain of the team for the thorough and efficient training of the pilots.

The Club's team and performance were as follows:—Mr. H. Jones (capt) (291 yds.), Mr. A. M. Verity (279 yds.), Mr. N. H. Sharpe (269 yds.), Mr. W. C. Sharpe (290 yds.), Mr. S. Woodhead (177 yds.), Mr. H. Hastwell (143 yds.). The aggregate distance flown was 1,449 yards.

We were quite mightily pleased to win the Cup for it was by no means an easy win and we are going to have to put in some very solid training in order to retain the cup at the next competition which, naturally, it is our intention to do. Altogether it was a very enjoyable day, and everbody is looking forward to the next competition. We were particularly glad that Mr. Waplington, secretary of the B.G.A., was present at the proceedings, in which he took a very lively interest. Mr. Waplington has been on several occasions a guide, philosopher and friend to the Bradford Gliding Club and our opinion is that his visits to the North are all too few.

At the flying meeting of Sunday, Feb. 15, the Club was commissioned by the Airedale Glider and Boat Co., of Saltaire, Bradford, to test out their latest production, the "Airedale," which is a primary training glider designed for higher performance and greater ease of assembly and repair than other types. The tests were carried out by Mr. A. M. Verity, one of the Club's instructors, and his report on the performance of the machine was very favourable. The machine is lighter and appears to have a slightly flatter gliding angle than other primary types with which it was compared, and, as was obvious to the spectators, took considerably less time to rig. Altogether it is a very interesting machine, and, as an all-Yorkshire production, will be particularly interesting to Northern Clubs. We understand that more machines of the "Airedale" type are to be produced in the near future.—N. H. S.

THE DORSET GLIDING CLUB.

Last week-end experiments with towed gliding were again made. Elastic was used in series with a long length of rope so that the glider became air-borne while the car was accelerating. This enabled the machine to be kept in flight for the whole length of the

aerodrome, thereby reaching durations of from 30 to 35 seconds. As the machine is an R.F.D. training type the pilots were maintained at heights of from 15 to 25 feet as it was not thought advisable to climb higher.

Provided due precautions are taken the method appears promising as the elastic takes care of any slight difference of relative speed between car and machine, always provided that the tow rope does not slip while the machine is in climbing attitude close to the ground.

To make the take-off for towed-flight easier a pair of elastically-sprung wheels have been fitted. When this arrangement has been thoroughly tested an illustrated report will be forwarded to THE SAILPLANE.

During the week ending Feb. 28 a large number of copies of the Handbook Gliding, published by the Dorset Gliding Club had been ordered, as a result of publicity given in THE SAILPLANE. While the weather was too gusty for gliding, members were kept busy packing and posting the first batch of orders. If anyone did not receive their copies promptly we ask for their indulgence as the demand has exceeded our expectation.

Any Club Secretaries who have not received particulars of the liberal discount allowed should communicate with 10, Victoria Street, Weymouth.

THE FALKIRK AND DISTRICT AVIATION CLUB.

The Club had a distinguished guest during the week commencing Feb. 5 in the person of Herr Magersuppe. Herr Magersuppe, who has been associated with gliding in Germany for ten years and has been an instructor for the larger part of that time, is one of the most expert gliding pilots in the world and has created a number of soaring records. While demonstrating for the Channel Gliding Club last year he soared for 3 hrs. 17 mins.

Our guest addressed an "At Home" in the Temperance Café, at which slides and films of soaring flight were displayed, and held his audience fascinated for over an hour.

On the following Monday night Herr Magersuppe addressed a Club meeting at which the Club had a feast of good things for Sq. Ldr. Breese, Secretary of the Scottish Flying Club, also gave an extremely interesting and entertaining address which has since caused the Secretary to be deluged with inquiries "When is Major Breese coming back?"

The Council has now decided to purchase a "Falke" secondary machine and several generous subscriptions, including one of £10 from the Club's popular Treasurer, Mr. Yellowlees, have been promised for this purpose. It is hoped to have the machine in operation soon.

New members are still welcomed and should apply to the Hon. Secretary, Andrew Tomison, C.A., 122, High Street, Falkirk.—"ARMSON."

THE HERTS. AND ESSEX GLIDING CLUB.

As our Secretary has had to leave the district, there has been a general change round of the officers of the Club.

Mr. R. D. Gerrans, of Collin's Cross Motor Co., Stanstead Road, Bishops Stortford, Herts., is the new Secretary and Treasurer, and Mr. Dickray is now Chairman.

We hope soon to have the use of a large, flat field besides our present one so we can give auto-towing a trial. During the winter there were generally too few members turning out to enable much gliding to be done. However, the pause in the field enabled some useful work to be done in the workshop, and the machine will be all the better for it. We have now restarted in earnest and are looking forward to a good year's sport.

THE LONDON GLIDING CLUB.

There was no flying last week-end, as all possible energy was concentrated on the assembling of our new Hangar, and it is satisfactory to report that in spite of the extremely adverse conditions, which included snow storms, rain and high winds, the programme was carried through absolutely according to schedule, with the result that we now have an excellent Hangar 50 feet by 30 feet with full-width opening doors and it will therefore no longer be necessary to assemble and disassemble machines before and after use. This saving of time should add about 1½ hours to the available flying time daily.

The erection of this building was entirely in the hands of Mr. Robertson, one of our Founder Members, who also gave the contractors, G. Ellis and Co., of Hackney, an outline of the design, and he has undoubtedly earned the keenest appreciation of all members for the large amount of time and attention which he has devoted to the job. We would most certainly commend its design to other Clubs contemplating the provision of a Hangar, as it undoubtedly provides the maximum amount of space consistent with financial economy.

[*The Contractors are to be congratulated on their excellent work which went together without snags and so enabled a band of amateurs to assemble the building in the minimum time.*—ED.]

It gives us much pleasure to announce yet another addition to our group of private owners. This is Mr. Allan, who has recently purchased the Scud. Our private owners now number five, the other four being Mr. Beardmore who owns a Professor, Capt. Needham the Albatross, Mr. Bradbrooke a Dixon, and Mr. Lander a Prufling.

The Annual General Meeting was held in the Library of the Royal Aeronautical Society on Wednesday, Feb. 25, and was highly satisfactory. Mr. J. R. Ashwell-Cooke was in the Chair and opened the meeting with a general outline of the year's work; passing on to the financial report, he stressed the importance of keeping down overhead expenditure, and finished by announcing that the balance-sheet disclosed a profit on the year's working of £254 8s. The report was unanimously carried. The meeting then proceeded to the election of officers, the result of which was as follows:—Chairman—Mr. J. R. Ashwell-Cooke. Hon. Secretary and Treasurer—Mr. H. A. Abdallah. Vice-Chairman and Club Captain—Mr. Marcus Manton. Committee—Messrs. Burton, Culver, Grice, Hiscox, Needham, Humby, McCulloch, Morland and Petre. The meeting terminated with a unanimous vote of thanks to the retiring committee.

THE NORTH COTSWOLD GLIDING CLUB.

Taking to heart the advice of their tutor that no one without a more or less complete knowledge of the structure of the atmosphere and the peculiar phenomena connected therewith can hope to stay in the air on a motorless aircraft long enough to learn anything, a good muster of the members of the North Cotswold Gliding Club were present during the operations last week-end, looking forward to the prospect of learning something new in consequence of the rise in barometric pressure, and generally settled, and incidentally pleasant, conditions.



The North Cotswold Club on parade.

On Saturday, the wind was fairly strong, and after the gliding machine had done a complete loop during a moment's inattention, Mr. Horace Wright, the Club instructor, Miss Evelyn Moore, and Mr. Ernest Noble spent an hour at practice.

On Sunday there was scarcely enough breeze to lift the wind cone, and members were sceptical of having much sport. But what slight breeze there was, blew from a direction which was correct, to a degree, for the long slope, and was accompanied by warm sunshine. Mr. Horace Wright, in an opening test flight, demonstrated that such a combination of conditions is equally valuable for providing the energy for motorless flight as is a very high wind on a cold day.

The explanation is that with a high wind and the temperature at a low point, the only dynamic advantage present is in the sheer strength of the wind, and to convert this to the uses of motorless machines it must blow up a slope and thereby create a rising current of air. But when the temperature is high as it was in the bright sunshine of last Sunday, there is the added power of the thermal efficiency of the rising currents of hot air, and these added to a gentle breeze of a few miles an hour create a comparatively useful set of conditions for motorless flying.

Hitherto the difficulty of taking advantage of the heat of a summer's day for primary practice has lain in the fact that the work of launching the gliding machine by hand has proved much too exhausting to be continued for more than a short time, but the North Cotswold Gliding Club have put in hand the construction of a mechanical device for this purpose so that members may now look forward to nothing more strenuous than the manipulation of the joystick on a summer's day.

THE SOUTHAMPTON GLIDING CLUB.

High winds and bad weather have curtailed the Club's flying activities of late.

On Sunday, Mar. 1, in spite of bad weather conditions flying was carried out by Mr. Woodley, the instructor. The machine was subjected to severe tests, which again proves the strength and reliability of the Dickson Glider. Ten good flights were made, some attaining to a height of 30 feet.

Owing to the bumpy state of the air the instructor, wisely, refrained from allowing the other members to make flights.

THE SOUTHDOWN SKYSAILING CLUB.

In spite of a strong north wind blowing about 30 miles per hour and considerable snow on the ground, Southdown enthusiasts turned out as usual and by 11.0 a.m. the machine was rigged and passed O.K. by the Ground Engineers and ready for test.

The launch was made into the north wind, the machine then swinging in a right-hand turn over the edge of a ridge running slightly east of north. The rest of the 30 second flight was an almost vertical descent on a comparatively even keel (the pilot now knows what is meant by "that sinking feeling") and the members present will have at least learnt under what conditions they should expect a down-current.

This ended the day's flying, as it was decided that the wind was too strong for safe instruction. The day's amusement included an experiment in towed flight; with three men on a rope and one on each wing-tip, the glider rose a few inches from the ground at easy running speed.

At 3.0 p.m., having given up hope of the wind dropping, the machine was returned to its barn till next Sunday. We are sorry to have had to disappoint several visitors and new members, but hope they are sufficiently interested to try again next week.

After the dispersal of the rest of us in search of fires and tea, Messrs. Kingsmith and Lawford, with characteristic energy, walked over our site near Newmarket barn, which is said to be one of the best soaring grounds in the Southern Counties.

We should like to apologise for an error in last week's report: Mr. F. Wood gained his "A" last week—not Mr. W. H. Wood, as stated. The latter took his "A" ticket some months ago.

Our Committee has decided to grant one-day memberships for the sum of 5s. to visitors who wish to take part in the Club's activities. In future a ground fee of 6d. per day per head will be charged to cover cost of mechanical traction.

THE S. SHROPS. AND N. HEREFORD CLUB.

With the view of popularising gliding in Shropshire and Herefordshire the South Shropshire and North Herefordshire Gliding Club has arranged a sailplane demonstration to be held on the Clee Hills, Ludlow, on May 9 and 10.

The demonstrations will be given by Herr Kronfeld [?—ED.] and the arrangements will be in the hands of Mr. A. Handy (Secretary), of Ludlow, and special committees of the Club.



In the Southdowns. The Sailplane Club's hangar at Smalldole.

THE STOCKPORT GLIDING CLUB.

Gliding with the above Club has been going on during the last few weeks smoothly if somewhat slowly. As reported recently the Stockport Gliding Club and the Manchester R.Ae.S. are working jointly, to the benefit of both Clubs.

Of course during the last few weeks there has been many adverse weather conditions—had fog, complete absence of wind, then the extreme, wind blowing at gale force and consequently unfit for gliding—but in spite of all this there has been one or two weeks in which conditions have been ideal and we have been able to put in some good flying time resulting in some good gliding, taking into consideration that we are working on the level.

To my mind, however, there is far too much work put in for the actual amount of time in the air got out of gliding. Generally speaking, it is the same chaps who turn up first every meeting; then when a big enough team can be mustered and the glider has been launched and carried or towed back to its launching point between twenty and thirty times the majority of them are absolutely "done in." In return for this the average glide is about ten seconds (not forgetting we are on the level).

We have tried the German "High Launch" method mentioned some time ago in THE SAILPLANE. The first time we tried it we used about 100 yards of cotton rope and a 3½ in. block pulley, this was a failure; at first the pulley turned or twisted round and locked, so we had a man to hold the pulley and run with it to stop it from twisting, but the rope stretched and although the glider got off the ground it was not successful. We came to the conclusion that both the rope and pulley were not of the right kind for the job. We next secured a 6 in. aluminium pulley on a ball race and 100 yards of about 3 m.m. flexible cable of the "Bowden type."

This we tried out on Feb. 15; we had six men on each rope, but the load is too great for so small a team. The take-off is as gentle as possible, in fact so gentle that there is no thrill at all, but I can imagine that six pulls would just "do in" the team for the rest of the day. No doubt double the team would make a big difference, but they would not be able to stand the strain for long besides making more members for a glide.

It would seem, therefore, the only alternative is to have some means of mechanical traction to pull the rope, but this again with ordinary tyres is only possible in dry weather; we tried a car but it couldn't pull its self along and the assistance of the team had to be called upon on several occasions in order to get it off the ground.

We then reverted back to the usual launch method and with about six men on each rope we had some very good glides at the close of the afternoon. We had two new members who had not previously flown; we put the first in and after the usual instruction we gave him his first flight, which was a skid along the ground; his second flight he took the air and did a left-hand turn with a wing-tip landing—on the whole it was not a bad first flight.

After this flight we put the second "newcomer" in. In this case the instructor took quite a long time in explaining the controls, etc., and then sent him on his first flight; in his case he took the "air," but then got too violent with his stick and did a fairly heavy forward landing. His mistake having been pointed out to him, he was put on his second flight with the instruction that he was to keep the stick well forward and not to leave the ground.

The launch was not a very heavy one, but at that moment a small breeze sprang up and the pupil left the ground. At this moment he lost his head; all previous instruction forgotten, he pulled the stick as far back into his tummy as he could get it, and so went up, up, up, 35 to 40 feet. Another second or so he would have been perfectly straight, that is nose up, tail down, doing a loop. I pulled myself together and yelled to him to put the stick forward, this he did, as far forward as he could, and the glider responded, the nose came down and the tail went up and he did a perfect nose dive. It was then apparent that the glider was out of control and we could only hope for the best. He came down, perfectly straight and hit the ground. The extreme nose of the glider hit the ground, a slight pause, and then the fuselage and king-post broke up, then the glider settled on the ground. No bones were broken and the pupil got out of it with nothing worse than shock.

This was something that we had never previously experienced for the pupil to completely lose his head. It would appear that the only safe solution, excluding power-plane tuition, is to lock the stick so that he has only a limited amount of backwards pull.

The glider seems to have come out of the affair very well, the fuselage is broken as also is the king-post and a few flying wires, a small strip of fabric on one of the wings is torn and that appears to be the total extent of the damage, so work on the Prufling is suspended until we get the Zogling repaired.

The Prufling is being almost entirely rebuilt, the fuselage being the most badly damaged. When we stripped every bit of canvas off, there was only one longeron undamaged, and every bay was damaged, two completely. The reconstruction has progressed very nicely if slowly, if it had not been for our other misfortune we should have completed it during the coming week. However, we are hoping to complete the whole machine round about Easter.—J. T. L. M.

[*This form of crash is the commonest extant and has happened at least once to the large majority of Clubs. One cure is not giving tuition on gusty days when sudden puffs of wind will lift the machine up. Another, as the writer suggests, is to limit the travel of the stick. The first is the most important. The high-start method obviously requires more power because of the increased acceleration given the glider. Experiments are now afoot to replace the team by a car.*—Ed.]

THE SURREY GLIDING CLUB.

The stormy weather on Saturday did not discourage the advanced group and operations were carried out during a series of heavy snow-storms. The weather sequence was fairly regular. First a calm period with sunshine and a slight wind. Then, with the approach of low, heavy clouds, the wind increased to over 20 m.p.h. and snow soon followed. After a time the snowfall and wind slackened, the sky cleared and calm conditions prevailed again.

The Prufling was launched from the second ridge as the wind increased and the ground crew prepared for an easy time. The machine rose on the up-draught and was neatly swung up the slope. Here would be good lift surely! But instead it slowly settled and landed well within forbidden territory! The rushing of the wind was as naught compared with the rush to recover the machine before it was discovered by the—so far friendly—gamekeepers.

The next flight was directed dead into the wind, with no more success, but the third, taken across wind to the far side of the basin, at last reached the expected standard. Between flights the ground crew wondered if this was gliding or winter sports, but all agreed that it was really excellent fun.

Sunday's weather seemed ideal and both machines were brought out by the hard-working few who arrived early. Horace, the mechanical horse, which had been coaxed into a good humour the previous afternoon, presented a problem, as its starting-handle was missing!

After some delay the Prufling was launched into a steady wind of 30 m.p.h. In true Kronfeld style it was tacked up and down the ridge and the height lost on the turns was almost regained on the following drift. Hopes soared even higher than the Prufling and "C" tickets were by this time "easy prey."

Now the Club has flying rights over about 500 acres. Only in one spot is the almost clear country spoilt by a few stunted trees, or rather bushes. They are fairly inoffensive things—as trees, but why do they grow at the very part where the Prufling, missing the up-current, had to land?

However, there was still the Dagling and several "B" tickets in sight, so a subdued crew returned to the task. Events were pleasant until the third flight, when a mishap on starting pulled a flying wire from its fitting and broke an aileron horn, this latter being a far too common occurrence with our Dagling. This put an end to the day's work and the Club ended the meeting with earnest prayers for a good wind next week.

[*How do the Surrey Club suggest the damage to the aileron horn can be obviated? We are sure the R.F.D. Co. would be delighted to incorporate a modification in their latest model.*—Ed.]

THE WILTSHIRE LIGHT AEROPLANE AND GLIDER CLUB.

The Wiltshire Light Aeroplane and Glider Club spent a most enjoyable afternoon at Easton Hill on Saturday last. Twenty-one glides were accomplished and good progress was made.

The snow, lying deep in a drift in the Wansdyke on the east side of the primary training area, with the splendid horseshoe soaring site on the west side, completed the most picturesque setting to gladden the heart of every glider present. And it did! The result was new members and great interest in the Devizes, Chippenham and Bishop's Cannings area.—C. T. C.

A NOTTINGHAM MERGER?

According to *The Nottingham Journal*, the Nottingham Flying Club has decided to approach the Nottingham Gliding Club and discuss the possibility of amalgamation. This is interesting, for National Flying Services Ltd., who operate the Nottingham Air Park at Tollerton, have decided, as is generally known, to take a practical interest in auto-towing.

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