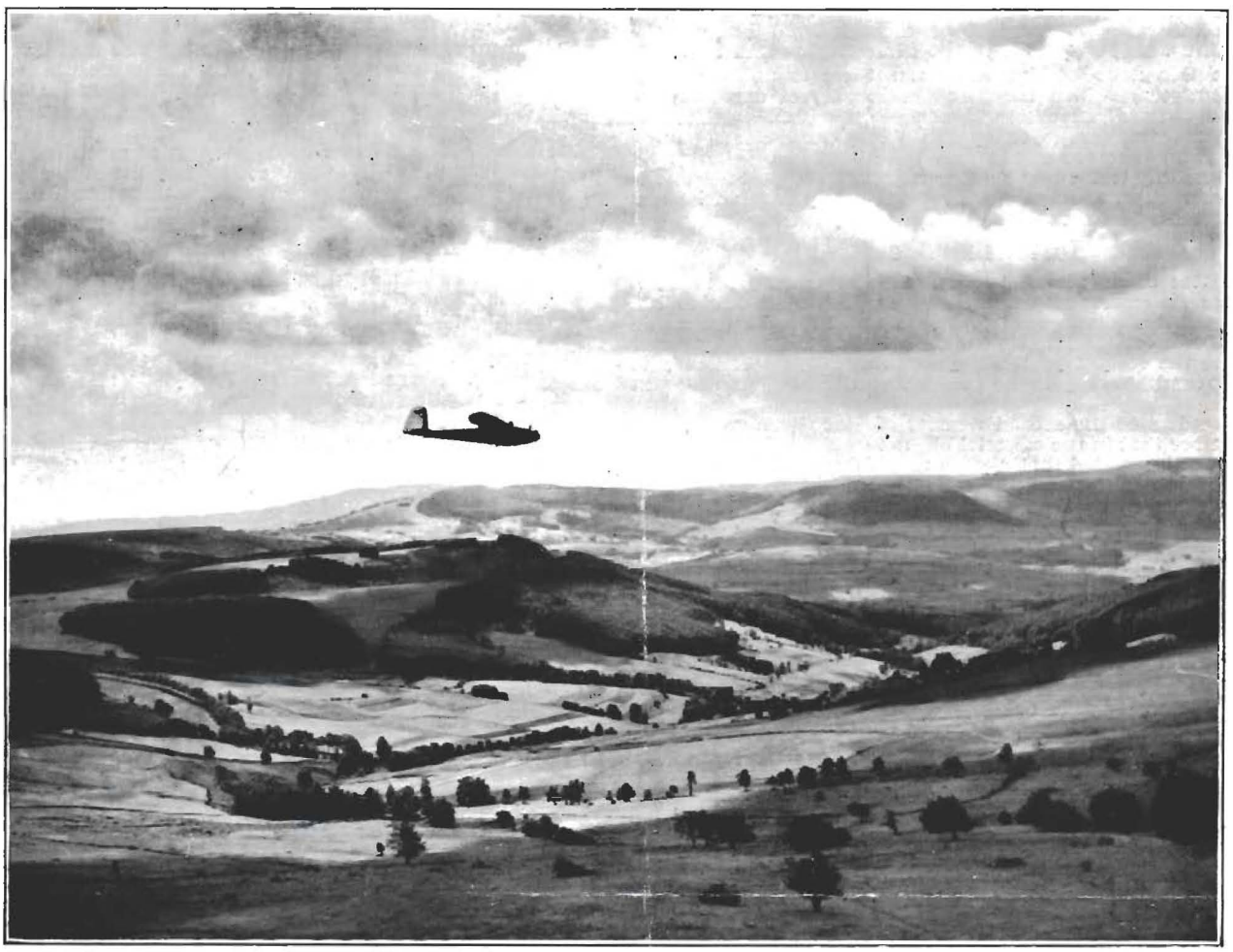
Sept. 19, 1930. Vol. 1. No. 3.

THE SAILPLANE AND GLIDER

Price 3d.

GOOD GLIDING COUNTRY.



A sailplane flying over the countryside near the Wasserkuppe.

THE PROBLEMS OF TUITION.

Every sport that is worth the name has to be learnt, and Gliding is no exception. But learning takes time, and unlike power-flying, once the pilot is in the air he has to fly his glider all the time. There is no question of easing the throttle back to cruising speed and letting the machine fly itself with occasional glances at the compass and correcting the course with a bit of rudder as can be done on a cross-country flight with a power-machine.

In this continuous need to fly all the time lies the allure of gliding and soaring. Although the pilot does not keep himself up with his own energy, the necessary energy has to be obtained from the winds and currents by his skill and experience. It is this same sense of mastering the elements that keeps so many at the somewhat wet and weary task of sailing as opposed to the faster motor-boat racing. In the latter is the thrill of speed, but the other has the more lasting charm, for it calls for skill, which is another reason why men ride for pleasure but travel by car.

Learning to glide is not a question of learning by bitter experience, because a really bitter experience is not unlikely to be the pilot's last, and experience of that kind is of no value at all except to the onlookers. There are clubs which are trying this method and endeavouring to train without properly experienced instructors. The mistake has even been made of training on the flat top of a hill without the thought occurring to the people concerned that a chance gust might easily waft a pupil over the top and out into the disturbed air on the lee side of the slope, where a fatal accident would be a likely possibility.

The Movement has now had enough experience to satisfy itself that Clubs can teach people to control primary gliders, and that without any aid from power-machines. This is

very satisfactory, for it means that self-supporting Clubs can be formed all over the country which at small expense to their members can definitely put people in the air and give them some air sense.

This will be a notable achievement, for in some ways it would do what the subsidised light aeroplane clubs cannot do because of the cost of flying, it would put flying within the reach of the enormous number of individuals who are not rich, or even well-off. Because of this Clubs are springing up everywhere, and because of the essential sanity of design that lies behind the Zogling such Clubs get away with all sorts of dangerous manœuvres that should never be countenanced.

For this reason THE SAILPLANE will make a consistent effort to keep its readers informed of the latest instructional practice. We will also welcome any contributions and letters on this subject, always provided that the writer is writing of actual experiences and not elaborating a theory.

We do not think that towing a glider behind a motor-car is a good idea, but certain people in the United States do, and although those German instructors who went to the United States are not satisfied with the progress of Gliding in that country, there is no reason why we should not assimilate through print, instead of through hard knocks, the lessons which they have learnt after much endeavour.

In this issue of THE SAILPLANE there is an article by "Kentigern," which disguises the identity of one who has done a lot of instructional work with a well-known Club. The methods employed by this Club are evidently worth something because of the large number of *ab initio* pilots successfully trained by it. As "Kentigern" has been to the Wasserkuppe, we feel that his own ideas plus what he saw over there are of definite value.

A PRIZE FOR CLUBS.

Those of us who have been in The Gliding Movement since its resurrection know how much we all owe to Mr. Dagnall. The new-comers only know of him as the mass-producer of Gliders. He has built twenty-five already. Ever since the early days Mr. Dagnall has always been ready to help and once again he comes forward with an excellent idea.

Readers of the second number of THE SAILPLANE will remember that in the editorial about *The Daily Mail* Competition we suggested that a prize should be offered to the Club whose *ab initio* trained pupils should put up the highest aggregate flying time during the Competition. We appear to have been stealing Mr. Dagnall's thunder in that he is offering a prize of ten pounds to the Club which gets the greatest number of "A" gliding certificates as from Aug. 15 last to Dec. 31, 1930.

The conditions are simple and straightforward. The licences must be obtained on a R.F.D. A.T.1. Glider, the Club must be affiliated to the *British Gliding Association* and only the B.G.A. official list of certificates taken, or applied for, will be recognised.

We hope that this generous prize will encourage Clubs to get through as much training as they can before weather conditions become impossible. We shall then have a big number of enthusiasts anxious to progress to intermediate types in the early part of next year.

A CROSS-CHANNEL ATTEMPT.

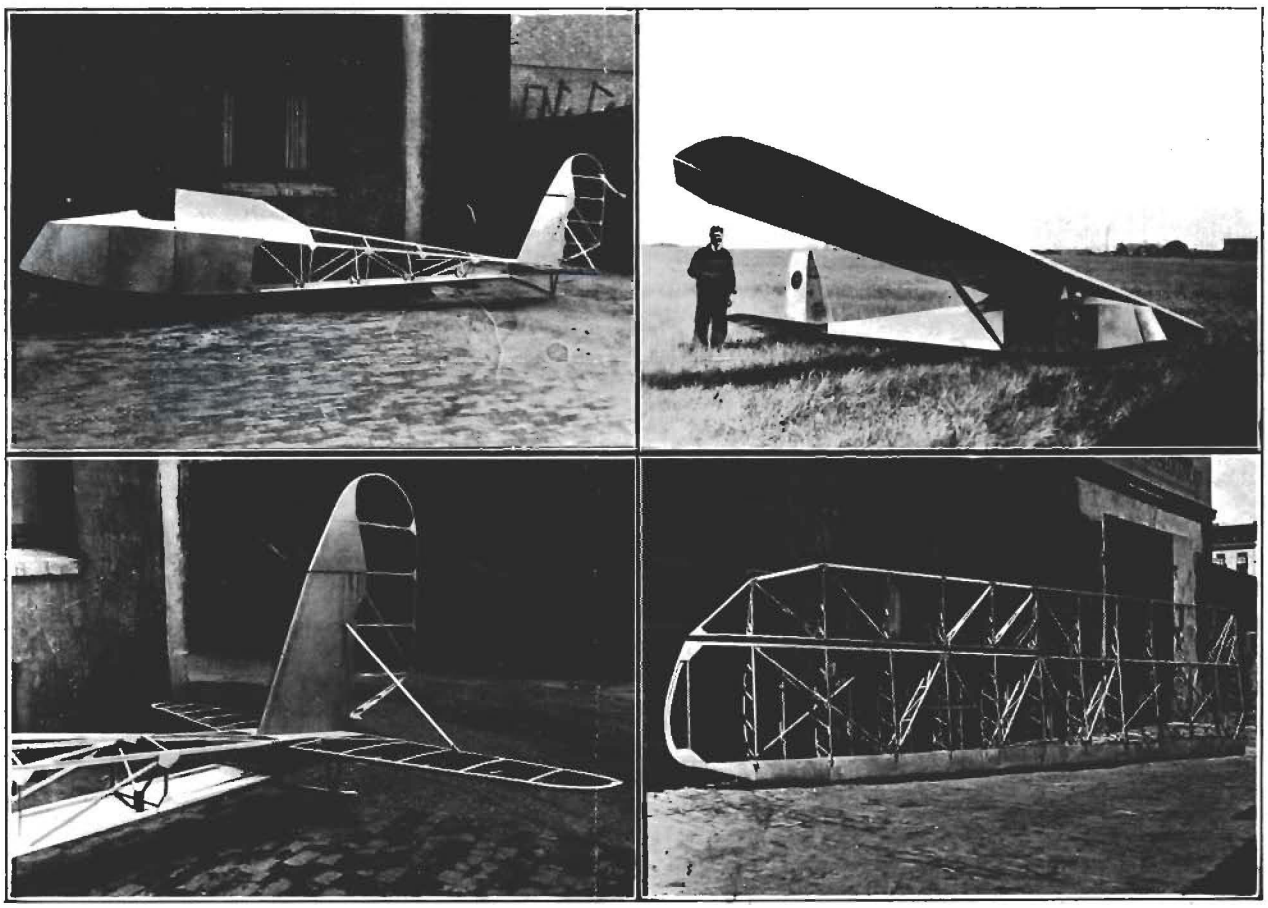
Lieutenant Hemmer, the Munich airman who recently established a gliding endurance record for the Rhön by remaining in the air in his glider for 9 hrs. 35 mins., has announced his intention to attempt to cross the Channel from England to France in a glider in September.

A GOOD PRICE-PERFORMANCE RATIO.

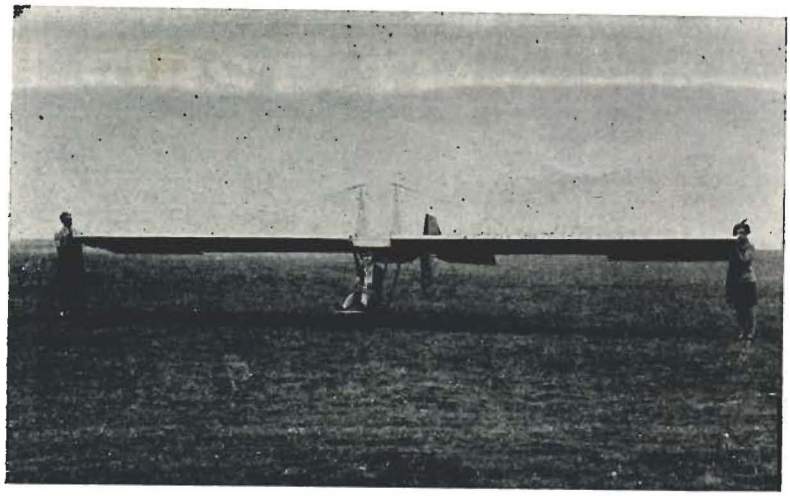
So many people have expressed their surprise that a high-performance glider costs so much, that a machine which has a gliding angle of 18.5 : 1 and is specially recommended because of its soaring qualities in low winds for use in the soaring tests for the "C" certificate, and can be obtained for £92 10s. delivered in this country, is of much interest. This machine is the Pirate which is built by the Flugzeugbau Wagener of Hamburg who are one of the three firms licensed by the R.R.G. to build gliders in Germany. The English agent is Mr. John P. Dornan, of 55. Godwin Street, Bradford.

The Pirate is a braced high-wing monoplane with a wing span of 40 ft. and a wing area of 190 sq. ft. Its length is 19 ft. 6 in. The weight empty is 220 lbs. The forward part of the fuselage is built of plywood and the afterpart is a wooden framework covered with fabric. The fuselage thins away to a horizontal knife-edge to which is hinged the elevator. There is also a fixed tailplane of reasonably high aspect ratio. There is a vertical fin and balanced rudder.

The general details of construction can be seen very clearly from the illustrations which show the finished machine and various parts of the machine before they are covered with fabric.



THE PIRATE.—The pictures explain themselves. The rigid drag-bracing of the wing is worth noting.



CRAMLINGTON AIRCRAFT
LIMITED
Cramlington, Northumberland

CRAMCRAFT I
IMPROVED TRAINING GLIDER
Wings removeable and can be reassembled in fifteen minutes.
£55

Simplified Model in Course of Construction

ANY TYPE OF GLIDER BUILT TO ORDER.

LAUNCHING ROPE FOR GLIDERS

The high efficiency Turner rope, specially built for the job, is now available from stock in standard lengths of 60 yards from the sole distributors

BURLEY LIMITED,
Aeronautical Rubber Manufacturers,
192, Tottenham Court Road, W.1
Museum 5042. *Durubba, Westcent, London.*

ANNOUNCEMENT

£10

will be paid to the Club which obtains the greatest number of "A" tickets, on R.F.D. training gliders, from 15th August last to 31st December, 1930.

Further particulars from:

THE R.F.D. COMPANY,
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THE
PIRATE TYPE SAILPLANE. Wing Span, 40 ft. Wing Area 190 ft. Length, 19'5 ft. Gliding Ratio, 18/1. Weight, 220 lbs. Speed, 44 ft. p. sec.

SPECIALLY RECOMMENDED for clubs as an intermediate machine, and for soaring practice for advanced pilots. Price, **£84 . 15 : 0**

FLUGZEUGBAU WAGENER

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FIRST THE IDEA—
THEN THE IDEAL

Mr. Lowe-Wylde designed the first Primary Training Glider to be flown in England. His new design embodies all his accumulated experience and overcomes the difficulties of rigging and transport associated with prevailing types. It is therefore the **IDEAL MACHINE** for British Gliding Clubs.

Write for details and catalogue.

THE BRITISH AIRCRAFT CO., MAIDSTONE

SOME ASPECTS OF GLIDING INSTRUCTION.

By "Kentigern."

The would-be pilot, who has done no previous flying, has to be taught by an instructor until he has passed his "B" test.

To be effective the movements of piloting must be automatic, and thus the learner cannot often notice his own mistakes and in every position cannot have time to think out what to do. He should have flights arranged for him during which he can make a series of movements that have been laid down before, plus any movements (learnt in previous flights) necessary to correct disturbances.

The controls of a glider are simple. There is a vertical control column which has a universal-joint at its base, so its top can be moved in any direction, and a rudder bar on which the feet rest. If the control column is moved forwards or backwards the tail of the glider rises or falls respectively, so that the gliding angle is increased, and the speed of the glider increased, or *vice versa*. Movements of the column to the right or left make the right or left wing go down, and pressing the right foot on the rudder bar turns the glider to the right. This rudder movement is not instinctive and should be noticed carefully.

There are only two things to be done with these controls; to maintain a straight flight or to turn. The conditions which limit flight are that below a certain speed which is called stalling speed, the lift on the wings becomes rapidly less, the drag increases quickly, and the controls become completely or partly ineffective. Thus stalled flight is both inefficient and dangerous, for if the glider gets out of hand there is not enough control to correct it. Great increase of speed means increased resistance and is reached at a steeper gliding angle; the controls are, however, more effective.

A normal gliding speed is comfortably, say 20 per cent., but not excessively, greater than stalling speed. A convenient way of judging speed is by the wind on one's face and the stiffness of, and the quickness of reaction of the glider to, controls.

In a turn the wings have to exert a greater lift than normal and thus stalling speed is higher, and the gliding speed should be a little higher than normal. The glider must be banked to the right angle, which scientifically can be worked out by a diagram, or in the air, empirically by sitting plumb (i.e., leaning against any resistance) and keeping the control column with you.

Landing is a special case of gliding. A normal angle is kept until near the ground and then on flattening out, the glider flies parallel to, and about a foot above, the ground, onto which it sinks almost at once if the speed is right.

Note for aeroplane pilots. Tail down landings are not made because the light loading of gliders makes them very sensitive to gusts at high angles of incidence; also the tail is frequently not built to take the shock.

Learning takes time as the movements have to become instinctive and there are three instead of one as on a bicycle. When the control of the glider is learnt, judgment can be cultivated by landing on a mark. Landing on a mark means that you have got to fit in the distance you will glide (at normal speed) to end up on the mark when you have reached its level.

During the first few hours of soaring, the pilot should leave a good margin of speed and height between him and the ground, and should turn away to land when he still has plenty of height. Little is known about air currents in this country and unexpected variations will lead to a crash unless there is air-room.

Notes for the Instructor.

Failing an experienced glider pilot of the right character, an aeroplane pilot can make a good instructor. Because of the difference between dual control on power machines, where the instructor can save the situation in a crisis, and solo training on gliders, he should be very cautious at first.

The pupils must be taught first the movements of the controls. Each pupil can practise them on the glider itself with a man-handling team moving it into different positions while the pupil makes the correct righting movements. Then they go to a flat field on a day with no wind, for the first trips. The first three attempts should be skids along the ground, the control surfaces being watched carefully; during these aileron control can be exercised.

After this, short hops are begun. During the first ten or fifteen the pupil cannot be expected to cope with any unexpected situations and can only be told to hold the stick central in emergency. Therefore flat, or nearly flat, ground must be used and only calm, or nearly calm, weather. If pupils are made to keep very low during the early stages, ten feet being given as the height that must not be exceeded, crashes can be minimised. A Zögling can come down from, say six feet, in almost any way without being much damaged. The glider should be flown onto the ground to make landings at a small angle of incidence. This makes a steadier landing with less risk of "ballooning."

For the ring to come off cleanly, the pulling crews should run so that they do not get further apart than the unstretched length of the elastic.

When the learner makes easy and accurate control movements, the length of his flight is gradually increased by moving up a slope. The idea of gliding speed should be introduced as soon as possible, and when glides are made from some way up the slope the glider should be flown level until normal gliding speed is reached and then flown down at the gliding angle. There is a tendency to fly down at too small an angle with the speed decreasing all the time, so that an almost stalled arrival on the ground results.

If the "A" test has to be made from the top of a hill, it may be a good scheme to give the pilot four or five trips running. The first two are small trips to see that his eye is in, and for the first trip from the top he is told to make a good, safe flight and not worry about the test. This steadies a man and gives confidence, and generally leads to a good test flight.

After the "A" test, progress to a "B" is more rapid. If a semi-soaring "B" has to be made, owing to a low hill, the pilot should not be allowed to go too near the hill and should not be released without practice in a place where there are peculiar currents. As his turns are not likely to be accurately judged, there must also be plenty of space for him to land. There must be no scattered collection of onlookers.

The method used at the Wasserkuppe is to start on a practically flat field. After that their only place is a gentle but rock-studded slope. They have a good many small crashes on the rocks, and they send people off for long flights rather early, but they have a very steady wind (height 2,500 feet). Their Zöglings have detachable noses which can be replaced easily after hitting a rock.

I think it is more ecenomical to go slowly. A beginner who makes a high, wild flight as a "passenger" is liable to be put back for many flights before he enjoys it again and makes progress.

The "B" test at the Wasserkuppe is made by a surprising flight from the top, over the rock-strewn slope mentioned above, over three or four stone walls, and ending up finally on a field beyond all this. It looks a difficult performance, but apparently they have got the slope so well weighed up that people nearly always land safely on the field. They do five one-minute flights for a "B."

After the "B" test, stress should be laid on accurate landings on given points so that the flat gliding angle of high efficiency machines does not lead the pilot into excessive difficulties when he come to fly them.

A permanent gliding instructor will get to know the winds on a site, but otherwise a chart of eddies and cross-currents in different winds is advisable.

Because the pilot of a Zögling does not sit on the C.G. light people must hold the stick well forward for level flight. A light person wants a disproportionately smaller pull off than a heavy one.

Aeroplane pilots can go through the same stages as others, but of course make quicker progress. They are so used to the continual pull of an engine, however, that they sometimes do not allow enough room for recovery.

The London Club found that more is learnt in a camp than in week-end instruction, but evening instruction every day may be a satisfactory compromise.

There is much hard work during the first stages of gliding, but at every step there are pleasures; the first hop, the first longer flight, the first flight from the top of a hill and the "A" test, and the first feeling of being lifted by the wind to soar—even momentarily—are pleasant thrills. When the "C" test has at last been done the pilot can begin, fully equipped, to learn the fascinating business of soaring.

A POSSIBLE METHOD OF TRAINING.

A single float glider has been attached to another float driven by a 35 h.p. Elto Quad outboard motor. The Elto Quad is electrically started by the pilot, and when a high enough speed has been reached the glider can be lifted off the water and is pushed along by the outboard-motor.

The whole contrivance appears to be steered by a water-rudder, which is worked from the normal rudder-bar. The elevators and ailerons are alleged to work normally.

The wing area is about 220 sq. ft. and the glider can lift two people. It all reminds one of the "Bat-boats" invented by Mr. Rudyard Kipling in his story "With the Night Mail."

There seems to be the possibility of using such a contrivance for tuitional purposes.

CORRESPONDENCE.

Moral Support.

The following letter has been received from the Director of Civil Aviation:

Dear Mr. James,—Thank you very much for your letter of Sept. 9, enclosing the first number of THE SAILPLANE.

I congratulate you on your enterprise in producing this new publication which will be most useful and interesting. I wish it all good luck.

As you know, I am a great believer in the gliding and soaring movement as a means of educating the public and giving the young people a chance of getting into the air.—Yours very truly,

(Signed) SEFTON BRANCKER.

Dear Mr. James,—I have seen the first issue of THE SAILPLANE, and I am taking the opportunity of sending you my good wishes for its future success. I do feel that it is a paper which should in time grow to big proportions as its news value will have so much bearing on the gliding movement.

It will be a pleasure for me to help you in any way I can, and I hope you will feel free to call for my help at any time. With all good wishes.

Yours sincerely,
(Signed) J. L. R. WAPLINGTON,
Secretary, British Gliding Association.

North v. South.

Sir,—Your first two issues have exceeded my greatest expectations, both as an advertiser and an enthusiast, and I would like to take this opportunity of expressing my appreciation of your publication and trust that once your initial difficulties are overcome you will enter on a period of unhampered success.

I would like to voice an opinion, through the medium of your paper, on the subject of the recently formed *Association of Northern Gliding Clubs*, and in doing so would remind you that I am personally acquainted with both the Chairman and Hon. Secretary *pro tem.*, Messrs. Gosling and Addyman. I have a rooted objection to destructive criticism, but I permit myself to make use of it in considering Mr. Gosling's letter which was published in last week's issue of THE SAILPLANE.

Mr. Gosling openly admits in his letter that the principal object of the newly formed Association is to *protect* the interests of the Clubs in the North. Against what? Presumably the B.G.A., as the subsequent points mentioned in the letter deal with differences of opinion between certain men in the North, and the present rules of the B.G.A. The formation of this Association in the North appears to me as a threat to the B.G.A. and not as a sign of co-operation. I myself feel sure that the governing body of the sport will meet the special requirements of the whole country, and that as yet the time is not due for inspectors to be appointed in the North.

Surely the way for the Northern Clubs to obtain satisfaction as members of the B.G.A. is to send their delegates to the next meeting to offer advice, not threats; suggestion, not criticism. Then, and then alone, will the B.G.A. take the necessary action. Instead of this an Association has been formed, and however it is named, it will still loom on the horizon as a dangerous air-pocket in the way of the progress of British Gliding.

It is the old tale of the cuckoo in the nest, and whereas I feel that close co-operation among the Northern clubs will benefit the movement, I do feel that it is imperative that all the clubs should remain loyal to the B.G.A., which will shortly have a large proportion of votes from the North. The B.G.A. has so far fulfilled its duties admirably, it is still a very young body, and if properly nurtured will grow into a sound and impartial organisation, but the Northern Clubs must not hinder its progress by commencing the old North v. South bunkum in the Gliding world.

(Signed) JOHN P. DORNAN.

From Germany.

Sir,—I have received your note attached to my receipt for THE SAILPLANE, and also the first copy of THE SAILPLANE. As far as the latter is concerned, it is very interesting in spite of its size and the pictures are very good.

But I have one thing to say. It is only fair to Herr Groenhoff to mention that he is a power-pilot and a very good one at that. He has attended the Deutsche Verkehrsfliegerschule and has, I believe, his " B " licence. He does meteorological, research and test flying on the Wasserkuppe in power machines, and is said to be a very good test pilot. I have seen him make a Junkers " Junior " practically eat out of his hand as far as aerobatics were concerned. And he is only 22 years old.

Where I am at present, there is no news to be had about gliding. The land here is as flat as a billiard table. And as far as publications are concerned, you probably see a much more varied list than I do. But during the winter I may be at the Wasserkuppe. Not to fly, but just to find out a few things that cannot be found out anywhere else. If anything interesting occurs, I shall send it to you, if you are interested.

I got my " C " at the Wasserkuppe in July of this year. It was a poor flight, but Providence was with me, or something like that, and I landed on level ground after an astonishingly swooping flight, and not on the side of the hill as I nearly did. And I did not break anything, thereby not being able to live up to the old saying: " Er hat den " C " gemacht, die Kiste kaputt gesmissen, und haut ab! ' [He made the " C," cracked up the kite and then beat it!] All " C's " are made at present on the Leichtwindsegler type, although later the new Falke type will be used. The higher-class machines are, of course, never used, both because it makes the " C " pretty easy and also because no person of approaching " C "-calibre could ever land the things in such a way that they could ever be used again.

If there is anything I can look up for you, or if I can help you in any way, please tell me.

(Signed) B. S. SHENSTONE.

Accidents.

We are pleased to draw attention to the following letter which has been received from Mr. Culver who is an old War-time pilot and was responsible for the idea of the original Gliding Lunch.

Once a Club has had a member injured and " those competent to judge " know the reason for the accident, that Club has a definite responsibility in seeing that an accident of the same kind never occurs again.

Sir,—With reference to your remarks in THE SAILPLANE on the need for holding inquiries into accidents, this would certainly seem desirable, but several difficulties present themselves.

The first thing to be decided would be the class of accident requiring investigation. Are they to be limited to those involving injury to the pilot? In that case it would seem that inquiries would sometimes be held into simple bad landings by pupils under instruction; it is obviously easy to break a leg or badly crush a foot by removing it from the rudder bar of a Zogling before the machine has come to rest. This sort of accident would not really need any investigation, but because of the injury to the pilot, an inquiry would have to be held.

On the other hand, there have been many accidents, which have practically written off machines, without any injury to the pilots. From my personal observation, I should say that, so far, the majority of accidents which have involved injury, have occurred during training, when there have usually been several people competent to judge the cause on the spot. In fact, they can usually see it coming. The other class of accident, namely, damage to machines, would therefore seem to have at least an equal claim to investigation; the fact that the pilot is uninjured does not really make the accident less important, it usually merely means, that he or she is fortunate.

If, however, it should prove necessary to investigate all accidents, who is going to do the work? At the present time, I should imagine that it would require a large permanent paid staff, constantly employed and travelling to the different clubs. The B.G.A. certainly could not bear this expense.

Perhaps the best solution would be to ask clubs to send particulars of all accidents involving injury to personnel or necessitating major repairs to machines to the B.G.A. Such reports to be examined, and when the cause seemed obscure, a proper inquiry could be held by a committee appointed for that purpose, their report and recommendations to be published in the Journal of the Association and THE SAILPLANE.

(Signed) D. E. CULVER.

THE APPROACHING VISIT OF HERR KRONFELD.

One of the most popularly regarded prizes at the Wasserkuppe this year was that awarded by *The British Gliding Association*. This prize which was awarded for the first to make a distance flight of over 60 km., was won by Herr Robert Kronfeld. The prize was a week's visit to London and so we are soon to have the pleasure of welcoming Herr Kronfeld back again. This will be good news to his many friends over here and those gliding enthusiasts who are anxious to meet him. Whether this visit is being made with or without the *Wien* we do not yet know. We suspect without, but nevertheless by precept, if not by example, Herr Kronfeld can give the Movement much valuable help.

SOLD OUT.

The first number of THE SAILPLANE is completely sold out and no more copies can be had from this office. The same happy state of affairs seems likely to happen to the second number and after that the third. Will all readers please note that if they wish to be certain of a copy they must order in advance. Perhaps readers who have finished with their first number will pass this on to their friends.

All this is very encouraging but we have not yet got enough subscribers to keep THE SAILPLANE going. If you want a paper of your own every reader will have to get at least another two subscribers before the position of THE SAILPLANE can be said to be assured.

YOUTHFUL ENTERPRISE.

This story comes from America and contains the germ of an idea. Two college boys, graduates of Antioch College, Yellow Springs, Ohio, conceived the idea of buying a glider and hauling it around the country. They then formed glider clubs and sold them gliders.

The two boys, Glenn D. Argetsinger and Si. Fisher, accordingly made arrangements with the Waco Aircraft Company to sell Waco gliders on a commission basis.

A trailer, in skeleton form, mounted on a Ford front axle, was made for the glider and was so arranged that the fuselage with the tail unit attached could be slipped in between the two wings.

With this trailer remarkable road time is possible, speeds as high as 45 miles per hour being obtainable without very much swaying of the glider.

The glider can be dismounted from the trailer, set up and rigged for flight in about forty-five minutes. Two tow ropes are carried, one 200 feet long and the other 400 feet. Rings and snap hooks save time in getting started flying.

When the caravan arrives at a town, the outfit is left standing on the street to attract attention. A field is found and a demonstration is made, using the auto-towing method. The club is organised, the order placed and then the caravan goes off to the next town.

LAUNCHING ROPES FOR GLIDERS.

The problems involved in launching gliders are entirely different from those of shock absorption and hence from every point of view it is false economy to employ for launching purposes surplus stock of ordinary Shock Absorber Cord. Firstly, because of its unknown age, short life, and erratic performance. Secondly, because it has not been designed for launching purposes.

In order to launch a glider properly the energy supplied by the launching rope must be the maximum possible. The expenditure of this energy should also be spread over a long interval of time, as opposed to the comparatively instantaneous expenditure required in the absorption of shocks. Hence the design and manufacture of efficient launching cord must be entirely different from those of ordinary shock absorber cord.

The rubber strands or threads of which the rope is made store the launching energy during the stretching process, the covering or braid acts merely as a protection. Thus not only must the rubber be of the best quality, but as its physical properties are seriously affected by light and age, it must be extremely well covered, and it should be of as recent manufacture as possible.

The Turner cord has been specially designed for the purpose of launching gliders with these essentials in mind; the very best quality rubber is employed; it is well protected by the covering; and each rope is dated during the process of manufacture in such a way that its age can readily be ascertained.

TO ADVERTISERS

Will Advertisers please note that all copy and/or instructions must be sent to 175 Piccadilly by Wednesday of each week. Otherwise we cannot guarantee insertion in the forthcoming issue.

THE SAILPLANE

The Subscription to "The Sailplane" is 3/- per quarter post free,—or 3½d. per single copy post free,—from "The Sailplane" Office, 175, Piccadilly, W.1.

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A. Damage to Gliders. B. Third Party Risks. C. Personal Accident.

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Temple Bar 5678-9.

ALL CLASSES OF AVIATION INSURANCE TRANSACTED.

THE WINCHESTER GLIDING CLUB

Approved Type Training Glider. Gliding Ground only 2½ miles from the City.

Subscriptions for Gliding Members, Two Guineas Yearly. Associate Members, 10/6.

Particulars from Secretary, Fordington Rd., Winchester.

THE
LONDON GLIDING CLUB
For Instruction in Gliding and Soaring Flight.

Four machines and fully qualified instructors available.
Reduced Subscription to February 1, 1931, with Entrance Fee Two Guineas.
Particulars from Secretary—44A DOVER STREET, W.1.

NEWS FROM THE CLUBS.

DISHEARTENING.

Last week the paragraphs which immediately follow this were printed in THE SAILPLANE under *News From The Clubs.* We hoped that one or two of the more energetic Secretaries might read them and send along some news. They did not, and we are forced to accept the dictum which is so often made to us, that Clubs lack that energetic foresight without which they cannot hope to succeed. If the size of THE SAILPLANE is disappointing and the service it renders not of the value you would like, remember that the responsibility lies with you. This paper is produced entirely, with the exception of contributions, by one man. If one man can get eight pages filled, think how much could be filled if every Club Secretary sent a story along every Monday morning.

Further we tried to help Clubs increase their membership by offering to publish a feature which should tell everyone interested where Gliding was to be seen nearest to their locality. This would mean additional members for Clubs, but there has not been a single reference to this scheme in our mail throughout the week. We suppose you think nothing of the idea and do not want it.

DISAPPOINTING.

With one or two notable exceptions, Club Secretaries so far have failed to send along news of the activities of their own Clubs. THE SAILPLANE cannot afford to have a staff hard at work getting news items, and if the Clubs want their doings to get into the paper they must write up their meetings themselves and send their copy along to this office. Such copy must arrive at 175, Piccadilly, by Wednesday.

WHERE ARE THEY GLIDING?

From time to time, and especially on Saturday mornings, the telephone rings incessantly and eager inquirers want to know where is the gliding nearest to so and so this afternoon, and all that kind of thing. Flattered as we are by such attention, which presumes a kind of godlike omniscience, we cannot always give the information that is required because of the retiring habits of some Club Secretaries.

We therefore propose to have a feature in THE SAILPLANE telling our readers where and at what time there is gliding in their neighbourhood. This will only be possible if Club Secretaries keep us informed. As we go to press on Thursday this information must arrive on Wednesday.

If this promising idea fails to materialise it will be from lack of support, so send along the times and places of your performances. Such announcements are excellent publicity for the Clubs and are likely to rake in new members when interested people are able to come along and see how well you train—or otherwise.

GLIDING AT TOLLERTON.

An interesting item on the programme of the N.F.S. pageant at the Nottingham Flying Club at Tollerton an Saturday, Sept. 13, was the exhibition put on by members of the Nottingham Gliding Club.

They deserve rather a lot of credit for this because, under the leadership of Mr. Searby, they put in some very hard work without much fun. They had to bring the glider—a Dagnall—on a trailer, rig it in the hangar, and after only 10 minutes' use, take it to pieces again. Despite the facts that there was absolutely no wind at all, that they were on perfectly flat ground, and it was raining they put up a very good show.

The first two flips were made by Mr. Spaight, who is leaving for India this week, and who obtained his "A" licence at the Wirksworth Meeting last week on Mr. Searby's glider—the Searby Special. They had about eight men a side and Mr. Spaight got up about 20 ft., and although the distance was not very great, both his glides were very well done. The third attempt, by another member of the Club, almost ended disastrously and gave one rather a scare. He pulled his stick back too sharply, and was on the point of stalling. One wing started to drop as he swung to the right, but he managed to get out of it without anything worse than a bad landing.

Rather an interesting point was the way they had of holding the tail. Ordinarily it takes at least three people to hang on to a Dagnall, but Mr. Searby had a post stuck into the ground, a piece of rope attached from that to the tail, and on the word "release" a person standing at the tail unhooked it. This is a device which saves much labour and is particularly useful in small groups, and rather better than the automatic tail release which at times fails to work.

One wished that there had been some wind because it would have given the audience a better idea of this other way of flying, but considering their difficulties the Nottingham Gliding Club deserve a lot of credit.—J. B.

THE PORTSMOUTH CLUB.

This account of the Portsmouth Meeting has been obtained from Mr. Gordon England and we thank him for it. The Movement has come to a pretty pass when news items from clubs have to be collected by the President of the Controlling Body.

The weather made gliding practically impossible, which was a great disappointment to the Portsmouth Club, who had three Zoglings lined up and ready for the twelve candidates who were expected to get their "A" tickets. Three flights were made, one of which lasted for 29 seconds, but the last flight had a stalled termination.

THE LONDON GLIDING CLUB.

In spite of various troubles in connection with the tenancy of our gliding ground and the fact that we have now changed our ground twice in six weeks (although always in the same neighbourhood), due to the enthusiastic assistance of several members, it has never been necessary to suspend our regular week-end meetings, which have now been in operation without a break for five months. As a result of this continuous system of instruction a considerable number of *ab initio* pupils are nearing the "A" Certificate stage, whilst G. Humby, the first and only "B" Certificate Pilot in the country without previous aviation experience, has made several good flights on the Club Pruffling, and it should not be long before he qualifies for his "C" Certificate.

The Club is now operating on an excellent ground close to Dunstable, and on Sunday last, Sept. 14, two more *ab initio* members qualified for their "A" Glider Pilot's Certificates—Messrs. Matthews and Symmons. Both were trained exclusively by the Club.

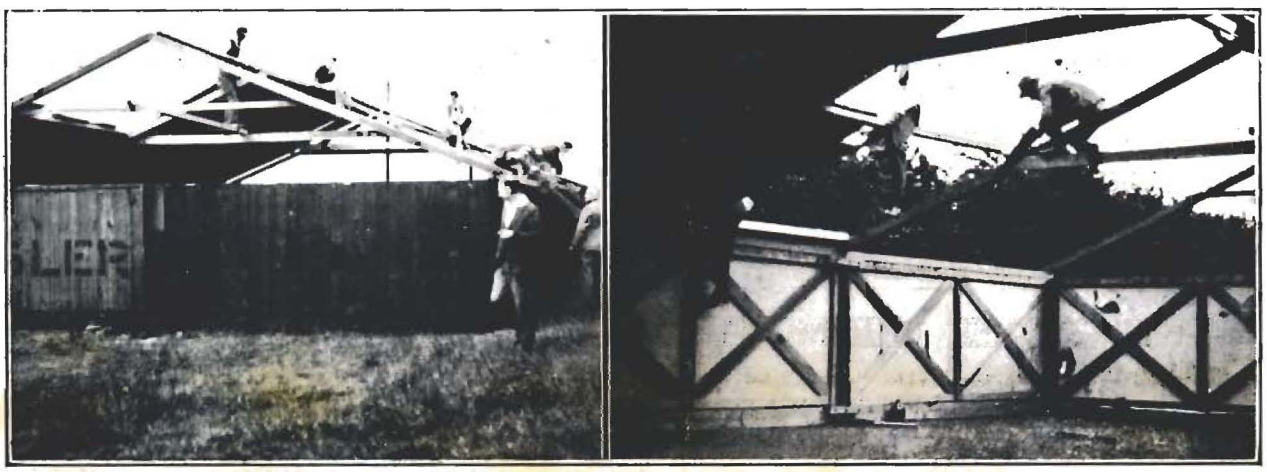
The really keen interest that is taken by members in the gliding and soaring movement as a whole is amply demonstrated by the fact that no less than five members, including three members of the Committee, were present at the recent International Sailplane Competitions at Wasserkuppe. A great deal was learnt from this visit, and the possibility of actual participation in the next Rhoen Competition is being seriously considered. We should also like to take this opportunity of thanking all our friends in Germany for all their kindness, and to inform other clubs that they are sure of a warm welcome if they visit Wasserkuppe, and they are bound to learn a great deal which will be of real value to them. In fact, everybody we met seemed to have one sole object—to carry forward the gliding and soaring movement, regardless of nationality, sex, or religion.

The recent list of Glider Pilots' Certificates issued by the Royal Aero Club is particularly encouraging to the Club, as it shows that no less than 25 out of a total of 34 Certificates have been issued to members of the London Club, which seems to speak well for our instructional methods.

As from Sept. 10 last, the subscription for the remainder of the Club year, which ends on Jan. 31 next, will be halved. This makes the subscription and entrance fee for the remainder of the year two guineas, and those interested should write to the Secretary, The London Gliding Club, 44A, Dover Street, W.1.

THE DORSET GLIDING CLUB.

The Dorset Gliding Club, which came into existence on April 3 last, provides gliding enthusiasts with an example of what progress



The Bedford Club hard at work building their excellent hangar. This has a corrugated iron roof.

can be made in a matter of months provided that the spirit is willing.

The Club started its career with a sum of exactly one guinea, collected at a meeting called in Weymouth, whereat it was decided to form the organisation. To-day the Club possesses an R.F.D. glider, trailer, and many other properties, and has a bank balance in its favour not very far short of three figures. It is safe to predict that the Club will possess a secondary machine in the immediate future.

How has this been done? Cash gifts to the Club to date do not total £5. The subscription is only a guinea a year, with 10s. 6d. entrance fee, and the membership has only just passed the 70 mark, increasing at the rate of about ten per month.

The founders of the Club had great faith in gliding and from the earliest days have lost never an opportunity of bringing its attractions well before the public eye. Before the Club was founded one of the largest halls available was taken in Weymouth and a public lecture given, at which the lantern slides depicting the history of gliding, as shown at the inaugural meeting of the *British Gliding Association*, were seen for the first time outside London. News sheets were, and still are, issued, not only to members, but also to the provincial, national and technical Press. England, and especially the south-western area of the country, knew about the Dorset Gliding Club from the day of its formation.

Some clubs have been given machines. Dorset's first glider was advanced to the Club by an anonymous member who has since been remunerated. With a membership that until July fell short of 50 and with a subscription which is perhaps the lowest in the land, money was the Club's crying need. Kindly fate [and the forethought of the B.G.A.—ED.] brought Herr Kronfeld to England. Dorset Club shouldered the very considerable financial risk of bringing him to the south-west for a display and reaped a golden harvest. By intensive publicity thousands of onlookers were brought to West Dorset for two days. Not a little work was entailed in the organisation of the event, everything being done voluntarily. It was worth while.

Similar methods will be used in the future to bring in funds. More displays will be given and lectures too, not to speak of whist drives and dances. Films were taken of Kronfeld's displays at Eggardon Hill, Dorset, and efforts are being made to piece them together into a really fascinating "production" for circulation all over the south-west.

Folk are kind enough to say the Dorset Club is one of the best organised in existence. This is the outward and visible sign of the labours of really zealous members. The Club is blessed with more than a score of members from Westland Aircraft Works, Yeovil, who know aviation from A to Z, and are patient enough to impart their knowledge to novices unstintingly. They are cautious, too. The kindnesses without number the Club has received from Mr. R. A. Bruce, O.B.E. (managing director), and the staff of Westland Aircraft Works have meant much to its continued success. Technical matters could not be in better hands than those of the Yeovil experts.

Weymouth is the largest centre of the Club's area so far as membership goes, and the Mayor of this go-ahead seaside resort, Mr. Percy Boyle, M.B.E., is President of the Club. Then there are members in Portland, Dorchester, Sherborne, and further afield into Devon, Somerset, Wilts, Hants and even Surrey. This scattered membership is at once a drawback and a blessing. The fact that there are no large centres of population or wealth in the Club's area makes regular attendance at meetings difficult for a great many members and does not lessen the eternal problem of raising funds. For a not-very-well-off member to travel 30 miles for a glide is not too easy, but is, of course, unavoidable in an organisation which has to cover counties. The blessing lies in the fact that scattered membership demands good central organisation and this, it is hoped, the Club possesses.

Minor crashes, necessitating the glider being under repair, has interfered with the July-August programmes, but now the usual régime of three meetings a week obtains again. The central gliding ground is at Upcerne, off Cerne Abbas and its Giant on the main Dorchester-Sherborne road. This centre is the best available for members as a whole, but meetings are also held at Maiden Newton, Eggardon Hill (five miles from Bridport), and Yeovil. Wednesdays, Saturdays and Sundays are meeting days.

The Club has 12 lady members who show intense enthusiasm in the sport. Some 170 "flights" have been made, according to the log-book, the term including glides, slides, rides and crashes. None of the mishaps have been serious, for great care is taken that beginners shall not be too ambitious. A "mock-up" glider, a sledge with dummy joy-stick and rudder-bar, is inflicted upon *ab initio* pilots, the sensation of being catapulted down a slope in it preparing them for the perhaps more ethereal pleasures of the real thing.

A glide of just under a minute is the best made by a member of the Club at any of the meetings so far. It should be explained, however, that this is due rather to circumstances than lack of ability as the central gliding ground does not permit of long flights and only experimental meetings have been held elsewhere.

An expert at costing, delving into club accounts, might suppose that gliding is not quite so inexpensive as it is said to be. Taking repairs and other overheads into consideration with the original cost of the machine, Club expenditure in terms of pounds sterling per glide works out to nearly 10s. per glide, or a shilling per second! Still members only have to pay their guinea, so do not worry.

The Winter will be occupied with constructional work if present plans mature.

Mr. H. Campbell Johnston, 4, Derby Street, Weymouth, is hon. sec. of the Club. 'Phone: Weymouth 352.

THE GEELONG GLIDING CLUB.

A year ago Mr. P. J. Pratt built a primary type glider and formed the Geelong Gliding Club. Below we publish extracts from a letter dated July 28 of this year:—

Our Club has completed its first year, and over 1,000 glides have been made, some members reaching their 100th glide. The damage for the year is one broken skid, which was repaired in a few hours. The progress and performance of the members has passed my expectations and I am looking forward to much further progress during the second year.

It is interesting to note that about 90 per cent. of the members have never been in an aeroplane and many are now being towed by car at speeds from 25 to 48 miles per hour, then released to make turns and land. We use two ropes of 300 feet, so can tow them with either 300 or 600 lengths, the usual being 300-feet rope.

What has contributed very largely to the success of the pupils is the system of ground lessons, in which a universal is placed under the glider so that it can be rocked about, also turned. Thus all kinds of movements can be demonstrated, including turns. The members are given plenty of this practice, so gain a thoroughly good idea of gliding angles, turns, and landings, before being catapulted into the air.

Owing to published drawings of gliders in Australia (some o.k., but most not) I have pressed for regulations re the building of gliders for clubs and operation of gliding clubs, in order to stop anyone of no experience building gliders for clubs, also inexperienced persons catapulting or towing inexperienced persons into the air. Gliding is so valuable an asset for making the young generation not only air-minded but air-sensed, that it should be encouraged by aviation authorities and placed under sympathetic control and guidance.

I am sorry to note the glider accidents in England because accidents at the beginning will greatly retard the interest in gliding, etc.

Some weeks ago I sent a rough, short outline of our system of ground training to the Secretary of the *British Gliding Association* and hope they will find it of some use.

A CLUB FOR JAMAICA.

A Gliding Club is being formed in Jamaica. There is nobody there who knows much about it, but the local enthusiasts intend to go right ahead and learn, which is certainly the right spirit.

A CLUB FOR THANET.

The Isle of Thanet Gliding Club was formed at a meeting held at the Central Hotel, Ramsgate, on Sept. 11.

The Chairman, Mr. Percy Turner, in his speech, said that a suitable flying ground had been found at Wingham and they were able to hire this on very reasonable terms.

The Member for Thanet, Captain H. H. Balfour, M.C., was present and made a speech, in which he warned prospective members that they must be prepared for weeks of work with only about five minutes in the air. This is a point which should always be made.

A PRIVATE DEMONSTRATION FOR THE DORSET CLUB?

The Dorset Gliding Club are hoping that Mlle. Lippens, who is the daughter of the Belgian Minister for Transport and a "C" licence glider pilot, will visit them when she comes to England in the near future. She has her own machine, a Professor, and flies solely for sport and pleasure. Any flights she may make as a result of such an invitation will be made privately.

FORTHCOMING DATES.

A WILTSHIRE MEETING.

On Oct. 4 and 5 the Wiltshire Light Aeroplane and Glider Club proposes to hold a Glider Meeting. There are about 65 acres of landing-ground for visiting aircraft and a car-parking space of about the same area. Particulars can be obtained from Mr. C. J. Cuss, Church Place, Swindon, Wilts.

THE LENHAM MEETING.

The Meeting which has been organised by the Kent Gliding Club for Sunday, Sept. 21, promises to be a great success. A number of well-known private owners have promised to come.

As well as Inter-Club events, there will be a gliding competition for visiting aircraft owners, exhibitions of flying, and joy-riding at 5s. per head.

The gliding ground is close to the Lenham Cross Roads, on the main road out of Maidstone. The first event starts at 11 a.m.

THE LANCASHIRE MEETING.

The many members of the Gliding Section of The Lancashire Aero Club will unhappily be disappointed in their anticipation of the pleasure of a return match with the London Club during next week-end. Unfortunately, the Chairman of the Lancashire Club's Gliding Committee crashed the glider on Sunday last, breaking its back and damaging its wings in such a way that it is practically impossible for it to be in commission by that date.

It is fortunate that it can be said that Mr. Meads was not seriously injured, his wing catching an obstruction in landing caused him to cart-wheel with some violence, but except for being temporarily stunned and feeling the effects of shock he is well again.

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