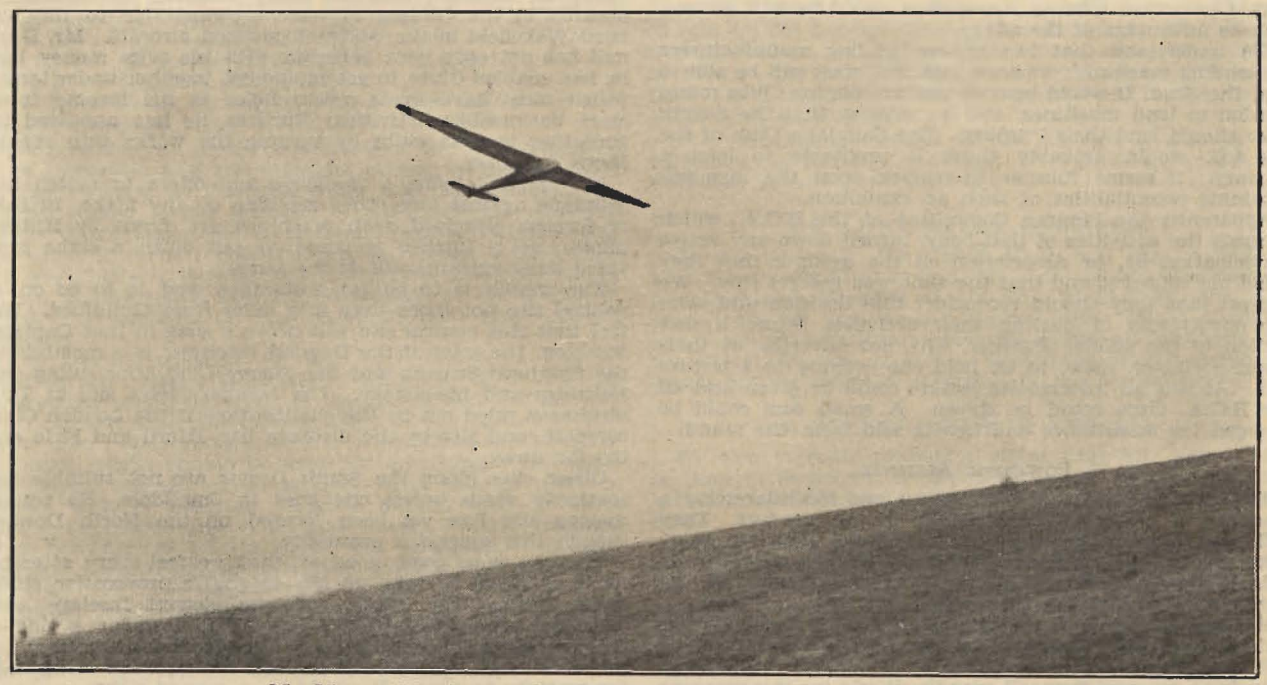
April 17, 1931. Vol. 1. No. 32.

THE SAILPLANE AND GLIDER

Price 3d.

SOARING AT TOTTERNHOE.



Mr. Marcus Manton soaring The London Club Professor at Totternhoe.

MATTERS OF MOMENT.

We publish elsewhere a brief report of the last meeting of *The Association of Northern Gliding Clubs*, when some very pertinent suggestions were put forward. The idea of making the A.N.G.C. the northern representative of the B.G.A. in the North seems to us sound, and we believe the idea was first put forward in THE SAILPLANE. It would be an excellent thing if other Clubs banded themselves together into similar groups under the B.G.A. Of more immediate interest is the question of the appointment of observers for Certificate tests. The whole standard of our gliding depends on the standards demanded by these authorities. Not only is it desirable that such standards be the same up and down the country, but that it should be the same high standard immediately comparable to that obtaining in Germany.

As a first step, the A.N.G.C. recommends, through its special sub-committee appointed for the task, that observers should only be qualified to observe for the grade below their own, alternative recommendations were that they should be allowed to observe for their own grade, or that observers should possess sound technical knowledge of the theory of flight, the controls of the machine and the way in which such controls are to be handled.

The first suggestion is obviously the best and likely to give the best results.

After all, observers who have had to satisfy a high standard are not likely to admit to the grade below theirs pupils who put up an indifferent performance. As is pointed out later, and has been pointed out often enough in THE SAILPLANE, especially by Mr. Wright of the North Cotswold

"Titanine" Glider Dopes

TRANSPARENT & COLOURS, FOR FABRIC OR PLYWOOD

CABLES:— "TETRAFREE," LONDON.

CODES:— A. B. C. 5th EDITION & BENTLEYS.

Manufacturers and Sole Proprietors

TITANINE-EMAILLITE LTD

HEAD OFFICE:— 166, PICCADILLY, LONDON, W.1

WORKS:— HENDON - LONDON, N.W.

and also at:

NEW JERSEY - - - U.S.A.
MILAN - - - - - ITALY
BREMEN - - - GERMANY

Club, a thirty-second flight is not enough for the "A." On a calm day and from a high hill quite indifferent pilots can and have obtained "A"s.

We like the additional regulations suggested for the "A" Certificate and the suggestion that such glides should be made over a slope corresponding to the gliding angle of the machine is good, but likely to prove impossible in many cases because of the lack of suitable terrain at Club grounds.

We approve the scheme for the "C," especially the landing at a predetermined spot, though we believe that such a ruling would "unfrock" most of our British "C" pilots right away.

A Chance for an Exhibition.

Mr. Glass, who is organising the Used Motor Show at the Agricultural Hall, Islington, from May 6 to 16, has offered space at very reasonable terms to *The British Gliding Association*. In our editorial of Feb. 13 we drew attention to the advantages of a well advertised exhibition in London. The opportunity is now to hand on such favourable terms that *The British Gliding Association* would be well advised to take advantage of the offer.

We understand that two of our leading manufacturers are lending machines; we hope that the latest will be able to lend the *Scud*. It would be well worth while for Clubs round London to lend machines, and we suggest that the Surrey Club should lend their Prufling. The Sailplane Club of the T.M.A.C. would probably think it profitable to loan a primary. It seems fulsome to remark upon the member-obtaining potentialities of such an exhibition.

Apparently the Finance Committee of the B.G.A., which controls the activities of that body, turned down any active participation by the Association on the grounds that they could not afford it and that the time was not yet ripe. We suggest that they should reconsider that decision and seize the opportunity of putting their activities before a new section of the public. Further, why not advertise at their stand a cinema show, to be held one evening in a lecture hall. At this an informative lecture could be given and all the B.G.A. films could be shown. A small sum could be charged for admittance and tickets sold from the stand.

A Powerful Alliance.

The *Scud* is much too well known and too interesting a machine to need any introduction to our readers. They will be interested to know that it will be flying again by next month. Its designer, Mr. L. E. Baynes, recently acquired from the Brant Aircraft Company, Ltd., all the rights and drawings for this machine.

He has now come to an arrangement with E. D. Abbott, Ltd., of Farnham, whereby the latter firm will put the *Scud* into quantity production. So large a number of inquiries have been received from all over the World for this machine that E. D. Abbott, Ltd., are laying down a number right away.

Mr. Baynes will become consulting aeronautical engineer to the firm who will have first option on any of his new designs. If our opinion of Mr. Baynes' latest designs is any criterion, they will soon be busy building some outstanding types. This arrangement is particularly suitable, as Mr. Baynes will be able to design specifically to the requirements of his friends, and E. D. Abbott, Ltd., will be well placed for quoting a competitive price for the building of such designs.

Mr. E. D. Abbott, who is the Managing Director of the firm which bears his name, is convinced of the value of the *Scud* to the Movement. He feels that the large launching and handling crews necessary with the large and heavy types now in use are limiting the amount of flying that any one Club can do. He feels that the smaller groups needed to handle the *Scud* will result in more flying. Further, the low price of this machine, together with its ease of transport and small space required for storage, will make it possible for Clubs to increase their equipment. His idea is that more flying time will increase enormously the enthusiasm of our Clubs.

E. D. Abbott, Ltd., who are coachbuilders by trade, have already established a reputation in that trade for careful workmanship and fine finish. We feel that the new alliance can but result in a similar reputation throughout the Gliding Movement.

A Sporting Challenge.

In our correspondence columns will be found a letter from Mr. Dagnall, who has really achieved for himself a position in the Gliding Movement comparable to that of Lord Wakefield in the world of powered aircraft. Mr. Dagnall has not only been generous with his prize money, but he has enabled Clubs to get equipment together under terms which must have made severe holes in his income from more businesslike activities. Further, he has appeared to godfather various clubs by turning his works into repair shops for them.

Mr. Dagnall issues a challenge and offers to match his sailplane against any other machine of any make, British or foreign, provided such machines are flown by British pilots. He is further prepared to put down a stake provided other entrants will do the same.

The match is to be for endurance and is to be on a neutral site not more than fifty miles from Guildford. We feel that this neutral site will prove a snag in that Captain Stratton, the pilot of the Dagnall machine, is a member of the Southern Soarers and the Surrey Club, thus ruling out Balsdean and Meonstoke. The London Club's site at Totternhoe is ruled out by the qualification, if the London Club compete, and also by the distance bar, Itford and Firle are too far away.

Other sites along the South Downs are not suitable for southerly winds unless one goes to Smalldole. No actual soaring site has yet been located on the North Downs, though this appears a possibility.

The idea is so good, however, that we feel every attempt must be made to take up Mr. Dagnall's provocative challenge. Fancy the R.F.D., with its elegant fuselage and enormous wing, the strutted B.A.C.VII, flown as a single-seat machine, the minute *Scud*, the Needham *Albatross*, in its silver and blue, and the sleek Professor all struggling for mastery at once. It would be a wizard sight, and one which would result in a frenzy of press photography. Other possible entrants would be the Poppenhausen two-seater, flown with reserves of food in the rear cockpit, either for refuelling its own pilot or other competitors. Mr. Hiscox's Hols der Teufel should also be entered.

Would it not be possible for each of these machines to be entered with a fee of ten pounds, so that the winner should have enough money to provide the dinner mentioned by Mr. Dagnall. We invite correspondence on the subject of site, so that the matter can be arranged with as little delay as possible.



THE FIRST OF ITS KIND.—The B.A.C. VII, the new B.A.C. two-seat auto-tow machine. The wings and tail unit are interchangeable with the IV and VI. The fuselage is much lighter than that of the VI. This fact coupled with the mounting of the wing on the neck above the fuselage has given it remarkable soaring qualities.

THE ASSOCIATION OF NORTHERN GLIDING CLUBS.

A meeting of *The Association of Northern Gliding Clubs* was held in Bradford on Mar. 3 and representatives were present from the Harrogate Aircraft Club, Leeds Gliding Club, Bradford Gliding Club and Ilkley and District Gilding Club. Mr. Waplington represented *The British Gliding Association*. It was approved that:—

1. The A.N.G.C. should ask the B.G.A. to recognise them as an officially constituted body and when possible, i.e., in the event of decentralisation, that the A.N.G.C. should become the Northern body of the B.G.A.
2. The A.N.G.C. was definitely attempting to conform with the B.G.A.'s rulings; and henceforward all proposals of the former body would be submitted for the approval of the latter.
3. Dissatisfaction was felt by every Northern Club about the awarding of F.A.I. Certificates and to remove this feeling a sub-committee be formed to submit proposals to the B.G.A. with a view to tightening up present regulations so that British Gliding Certificates should be made comparable to those issued in Germany.
4. Such a sub-committee be formed and members elected as follows: E. Addyman, H.A.C.; H. Jones, Bradford G.C.; and H. S. Crabtree, Ilkley D.G.C.
5. Data sheets should be collected for the use of the Clubs associated in the A.N.G.C.

We consider the recommendations of the sub-committee to be important and are therefore pleased to include them in this account, so that discussion may be promoted.

With regard to the selection of Observers the sub-committee recommends that such should hold a Certificate for the same or greater qualifications than those required for the one which he is permitted to observe. Alternatively he should possess sound technical knowledge of the theory of flight, the controls of the machine and their correct handling.

The recommendations for the "A" Test were that in order to prove that a pupil can fly his glider at, or near, its best gliding angle the slope of the hill should not be very much greater than the gliding angle of the particular machine used. Only a single strand of standard shock-cord of standard length should be used for launching. The duration would remain as at present. The take-off must be correct with no zooming. A good landing must be made and the machine flown with level wings. Finally the pupil must keep his feet on the rudder bar throughout the flight and not move from his seat after landing until assistance arrives.

Similar recommendations were made for the "B" test except that the clause about the slope of the hill was omitted. Further the turns must be clean with no sideslip either way and no over-control on coming out

Two interesting suggestions were made for the "C" test. Double shock-cord might be used for the launch at the discretion of the observer. The landing to be made at a given spot, preferably above the starting point or at some convenient and safe place previously chosen.

THE LYONS PROGRAMME.

The Lyons Tea people have already surveyed a large number of the sites they are proposing to use for their coming demonstrations throughout the summer, and Herr Krause is enthusiastic about a number of them. Meetings have been definitely arranged for every week-end from the first week in May to the first week in September, with the exception of June 6 and 7, July 11 and 12, and Aug. 1 and 2.

Merthyr is to be the first, on May 2 and 3, at Forest Lodge, Glanrhyd, Brecon. The North Cotswold Club are having their meeting the following week at the Tower, Broadway, Worcs. Then Preston, at Beacon Fell (Butlers Farm), Preston. For the three days at Whitsun there is to be a big meeting at Woofa Bank, Ilkley. Then comes Scarborough.

On June 13 and 14 Glasgow are organising their meeting at Campsie Fell, with Stirling the week after at Sherriffmuir, Stirling. The following week Herr Krause and his machines will come south to Nottingham to a site behind the Sir Isaak Walton Inn, in Dovedale.

Bradford are organising their meeting for July 4 and 5 at Ambler Thorne, off Roper Lane, Queensbury. The Oxford meeting is on July 18 and 19. Then the demonstrators go South-West to the Wiltshire Club at the following week-end at Oliver's Castle, near Devizes.

Next comes Brighton, on Aug. 8 and 9, probably at Balsdean. The following week-end the Channel Club are holding their show close to the Valiant Sailor Public House on Dover Hill. Then on Aug. 22 and 23 comes the I.O.W. meeting at Afton Down, Freshwater. We understand that the Lord Mayor of Portsmouth is likely to attend the Portsmouth meeting on the Racecourse, Portsdown Hill, the following week-end. The London meeting is down for Sept. 5 and 6 at Dunstable.

Perhaps one or two dates may be revised at the last moment, but these are taken from the latest list as issued to us by the Lyons Tea people. We feel that it is a good idea to publish the complete scheme as far as possible, so that everybody will have a clear idea of what is happening and can make arrangements to attend the meetings which happen to be most convenient. Further, should Clubs endeavour to organise local events, they will be able to see whether there is any likelihood of a counter-attraction.

In case people have not seen previous numbers we must explain that Lyons have engaged Herr Krause, a well-known German sailplane pilot, to stay in England throughout the next five months. Further, they have had built a Westpreussen, to be christened the "Cloud Yacht," and have also acquired a "Falke." With these machines they aim to stimulate interest in the possibilities of Motorless Flight up and down the country throughout the coming summer.

BEATING HIS BEST.

On April 12 Mr. Buxton beat his own record by some 30 min. on the London Gliding Club Professor. The official account will be found among the Club news. We arrived in time to loan Mr. Buxton the editorial gloves, but even their moral support failed to support him in his losing battle with a dying wind.

The visit was memorable for the amount of activity we witnessed, particularly the sight of a Prufling racing the Professor up and down the ridge.

MR. LOWE-WYLDE QUALIFIES.

On April 1, after Herr Wolf Hirth had been forced to land by an attack of cramp, Mr. Lowe-Wylde, designer of, and Managing Director of the firm which built, the machine, took off and made a soaring flight which qualified him for a "C" Certificate, but this cannot be granted until the B.A.C. VI has a B.G.A. Certificate of Airworthiness, which, we are officially informed, it has yet to get.

A SOARING CLUB IN JAMAICA.

We have recently received a letter from Mr. Biscoe, who is General Secretary to the Manchester Aeronautical Association, of Williamsfield Penn, Williamsfield P.O., Jamaica, B.W.I.

He says that they have just taken up soaring in their part of the world and their Association is the first and only one so far formed for that purpose. They are anxiously awaiting their first kite, which is a B.A.C.II. In the meantime they are giving their members a series of lectures on the theory of flight as well as organising entertainments to raise funds.

They are fortunate in having as members such people as Captain A. R. C. Holland, Chief Pilot of Caribbean Airways Ltd., together with Messrs. W. Masterton, Guy Armstrong, C. L. Henwood and Bell, all of whom have had aviation experience either in the R.F.C., the R.N.A.S., or the R.A.F.

Mr. Biscoe wishes to assure anybody who is interested in soaring and is visiting the West Indies that his Association will be pleased to accept them as Honorary Members during their stay. Such members will be allowed to use the Association equipment and so keep their hands in while away from home. The Manchester Aeronautical Association is prepared, and anxious, to assist visitors in all matters pertaining to Aviation in Jamaica and the British West Indies.

AUTO-TOWING AT BROOKLANDS.

On Easter Monday at Brooklands, Mr. Lowe-Wylde, with his auto-towed B.A.C. VI, provided a lot of excitement and the successful conclusion of his adventures raised a cheer from the crowd, which is not a usual occurrence there now-a-days. The demonstration was considered sufficiently interesting for further demonstrations to be arranged during the summer.

After the last race Mr. Lowe-Wylde took-off from the aerodrome and landed in the Finishing Straight. After this he took-off from the Vickers end, went right, then turned left over the spectators' hill and dived down into the Finishing Straight beneath the foot-bridge. This was a pre-conceived stunt which had been carefully thought out. Unfortunately there was some man standing there who refused to move and in banking the machine to avoid him Mr. Lowe-Wylde chipped the end from the upper wing-tip against the bridge. To show that tapered wing-tips are not essential Mr. Lowe-Wylde made two further flights with a fractured extremity!

These performances are all very well, but is there not a serious risk of the public being disappointed when they see there is no chance of the machine actually soaring after casting-off the tow rope?

GERMAN GLIDING STATISTICS.

In the year 1930, according to *Flugsport*, 219 pupils joined the School on the Wasserkuppe; the certificates obtained were 124 "A's," 105 "B's," and 37 "C's." The number of launches was 4,342; these included several flights of over an hour and one cross-country flight of 32 km.

At Rossitten the number of pupils was 260, and 128 "A," 105 "B," and 42 "C" tests were passed.

A total of 39 foreign pupils received instruction, 12 of these at Rossitten and 27 at the Wasserkuppe.—A. E. S.

For Better Gliding Facilities
join the
SURREY GLIDING CLUB
TRAINING AND SOARING MACHINES
EXTENSIVE GROUND, QUALIFIED INSTRUCTION
Subscription, £2-2-0 per annum.
Apply: Secretary, Woodbridge Hill Gardens, Guildford.

MALLITE PLYWOOD
Telephone: Bishopsgate 5641 (4 lines)
FOR **SAILPLANES AND GLIDERS**
Manufactured by the
AERONAUTICAL & PANEL PLYWOOD CO. LTD.,
218-225 KINGSLAND ROAD, LONDON, E.2.

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).

BUY BRITISH and use the R.F.D. SAILPLANE
for
coming Competitions and for CLOUDSOARING.
Gliding Angle 23.4 to 1.
Sinking Speed 2 ft. per second.

For "C" CERTIFICATES, the same R.F.D. machine with small centre-section is unrivalled.
Gliding angle, 20.4 to 1
Sinking Speed 2·5ft. per second.

Price **£190** at Works
Complete with the two centre-sections.

Coming later,
The R.F.D. Two-Seater
conversion unit; enabling the above to be turned into a high efficiency 2-SEATER with DUAL CONTROL.

THREE MACHINES IN ONE!

THE R.F.D. CO., GUILDFORD.

"FIRST AGAIN!!!"

"The B.A.C. VII. Two-seater, auto-tow Sailplane, was successfully demonstrated at the meeting of the Kent Gliding Club at Gillingham on Sunday, April 12th, when 20 members of the Club were given joy-rides."

This latest product of B.A.C. Ltd., would be the "DERNIER CRI" in attracting the Public to your next Gliding Meeting and reviving interest among your Members.

Write for Particulars of our "REVIVALIST" Scheme.

B.A.C. LTD., Lower Stone Street, Maidstone, KENT.
Telephone: MAIDSTONE 4111. Managing Director: Mr. C. H. LOWE-WYLDE, A.R.Ae.S.

When you come to* SCARBOROUGH *this 1931 arrange to stay at

THE ROYAL HOTEL

Headquarters of the Scarborough Gliding Club. On the sea front.

The Gliding World of Europe will be there this year. Book now for June.

Accommodation 300. Hot and cold water. Terms from 15/- incs. Magnificent Ballroom.

CORRESPONDENCE.

A Sporting Offer.

Sir,—Although your comments under the headings of "The Longest Yet" and "Put it Out of its Misery," in last week's Sailplane, are in a way appreciated, I think the time is ripe to explain the manufacturer's views as to why the duration record, which you say is so easy to break, has not been accomplished by a British machine and pilot.

Firstly, duration is not a matter of physical endurance in England, but Bank Manager's permission and suitable winds, on a certain day.

In Germany the average Glider Pilot and Manufacturer is 100%, whereas in this country manufacturers and Clubs can only afford a week-end, consequently, in Germany they can always have a staff waiting for the word to go. Not so in this country, as no manufacturer or Club can have a staff waiting for days on end for a suitable wind just to break a record.

I will point out that I and my contingents, who do all the work *gratis*, with the help of The Southern Gliders' Social Club, being mostly business men can only afford to give Sunday to the Movement, and this is at the expense of an early morning fifty-mile drive. This has been going on for six weeks, and every day we have been operating the weather has been the cause of not doing anything exciting.

What is there, therefore, for Clubs or Manufacturers to work for? There are no honours, prizes, cups, or even decent dinners, and after all our efforts everybody is saying "copy the Germans," because they have put up a better performance than the English, only for the reason that the English have not the time or money to spend waiting for suitable conditions.

Surely we who are ahead in aircraft can go head with the Glider Movement, given equal chances.

Therefore, in order to stir up enthusiasm I will put out a challenge to match my sailplane against any other make, English or foreign, on neutral ground, with a British pilot, on any day and any time, the only conditions being that each, if required, may have three launches, and the best time to count. In order to keep the expense down I think that the ground should be not more than fifty miles from Guildford, and if the Club is willing to put up a stake I am quite willing to put up another in order to make the challenge more interesting.

If there are any Clubs who think their foreign machine is better than the English this is a grand opportunity to do as you say and "put it out of its misery."

(Signed) R. F. Dagnall.

A Reply to Mr. Wilkinson.

Sir,—Under "Correspondence" of The Sailplane, April 10, you published a letter from the Chairman of the Sailplane Club T.M.A.C.

We should like to thank this gentleman for replying to our inquiry re attaching hemp and elastic ropes, but it seems that his Club has been more fortunate than ourselves.

We have used the elastic rope with a thimble fitted exactly in the same manner as described, but have been unfortunate in this pulling out on more than one occasion, and apparently we are not the only people who have experienced this trouble as when a few weeks ago we purchased a new rope this was sent minus the ferrules and upon inquiry we were informed that the makers had ceased to fix the ferrules to the ropes, owing to the fact that they had not yet found a satisfactory method of affixing these.

With regard to the first part of Mr. Wilkinson's letter, re a new ground training device, we do not claim that this method is by any means new, as it has been used both in this country and America for some considerable time, but we thought the wooden ball and socket method of construction might be interesting to some Clubs as it is very easy to construct and gives just sufficient friction to prevent the machine becoming too free on the axis.

With our B.A.C. machine this is fully operative on all controls in winds rather below 15 m.p.h., but this, of course, is due to the light weight of the B.A.C. and not in any way due to the ball and socket.

(Signed) Harold W. Jiggens
(Hon. Ground Engineer, North Kent Club).

Sir,—I was interested to read in your report of the Channel Gliding Club's activities during the Easter holidays, that it is proposed to fit a balance cable to the BAC.II in order to overcome lack of lateral control, as the existing springs are "totally inadequate."

I have tried to understand the meaning of this expression and can only imagine that it means, "totally inadequate to hold up the aileron of the higher wing to such an angle that this aileron is helping to restore the aircraft to an even keel." Unless the aileron controls were modified to give a differential action, I doubt if any increase of lateral control would result, and would suggest that the obvious remedy for the apparent "vice" of this machine is to keep within the correct flying range of a Primary Trainer.

May I remind "L. H. H." that many excellent aeroplanes (one I have in mind is the Westland Widgeon belonging to the late Dr. Whitehead Reid) have been fitted with spring returned ailerons; and, still further, many had no return at all, being allowed to hang down until they were returned by the pressure of the air when in flight.

(Signed) R. H. Bound
(Hampshire Aeroplane Club).

Who's Pulling Whose Leg?

Sir,—Mr. Jay Earle Miller, I regret to see, under the pretext of writing on "Towed Flight," has utilised the columns of The Sailplane to air his opinions on the very controversial subject of "Prohibition in America," at the same time he states as facts what, in the light of my 23 years' experience of America and Chicago and much careful study in recent years, I can confidently stigmatise as veriest bunkum.

Mr. Miller's reckless extravagancies, however, carry their own refutation. If, as he says, drinking had practically ceased to exist before Prohibition, how could one possibly have aroused the National Conscience to the point of carrying Prohibition? You cannot "Crusade" successfully against a non-existent evil! Again, if Prohibition merely turned Teetotalers into Drinkers by the million, how is it that, after carefully watching the experiment on the spot for ten years, the Temperance Associations, the Churches, and the Reformers still give it their blessing, while those who make money out of humanity's anti-social weakness attack it so bitterly? That it is abused, no sensible person will deny, but I have myself seen children, too young to attend school, illegally served with liquor in the "legal" saloon in the old days before the 18th amendment was added to the Constitution.

Happily, if somewhat illogically, Mr. Miller omits to attribute the murders and blackmailings, for which Chicago is somewhat unpleasantly notorious, to the same fatuous policy of Congress in prohibiting the gentle arts of murder and blackmail! Nor does he, strange to say, allege that "millions" of drug-addicts are created by the mistaken efforts of the League of Nations to suppress the drug traffickers! I feel confident, Mr. Editor, you will take care that the correspondence columns of *our* most valuable paper are not again made the vehicle of the Trade apologists' insidious propaganda; The Sailplane will surely soar above that kind of thing. (Signed) C. W. Mason.

Gliding at Balsdean.

Sir,—On page 246 of your issue of Apr. 10, under the heading—"Easter at Balsdean"—you say that this site is not outstandingly suited for soaring in a light North wind. This may prove rather misleading to those unacquainted with the ground, and who are thinking of coming down to try it out. I am particularly anxious that this should not be the case, as I wish the fullest possible use to be made of the entire 2,000-acre site for the advancement of the art of soaring.

In point of fact, on the occasion to which you refer the wind was north-west, was distinctly light, in fact, was often less than five miles an hour, and with very little apparent vertical component in it. That machines were soaring for periods up to eight minutes speaks well not only for those machines and their pilots, but also of the utility of that particular portion of the site, even in such unfavourable conditions. But further, for such winds there are two other portions of the site, each more than a mile distant across country, which are infinitely superior for the purpose. For some reason best known to those operating that day they did not think it worth while transporting the gear to the other sites.

As a point of general interest it may be said that the whole area contains many "sites," and I am endeavouring to get the district charted according to the strength and direction of the wind. At present we may definitely say that there are two first-class schooling sites, available when the wind is in any direction. Three intermediate sites for winds broadly east and west. Soaring sites as follows:—Two East, two North-East, two North, two North-West, two West, three South-West, two South, and one South-East. In addition there is a central flattish auto-towing area. From this it may be seen that providing there is any reasonable amount of wind, soaring can always be had.

Following your suggestion—We are getting out plans for a Whitsuntide inter-club rally on this site, and hope to be in a position to publish these next week.

(Signed) A. York Bramble.

THE PROPER JOINTING OF LAUNCHING ROPES.

The recent mishap at the gliding ground of the North Kent Club, when a member was hit in the eye by the launching rope, when the joint gave, has drawn attention to the danger which exists if joints are improperly made. We therefore are glad to publish accounts by two experienced persons of how such joints should be made, one is the Chairman of the Technical Committee of the Dorset Club, and the other a well-known member of the London Club. Last week in our correspondence columns the Chairman of the Sailplane Club described how his Club looked after this important matter.

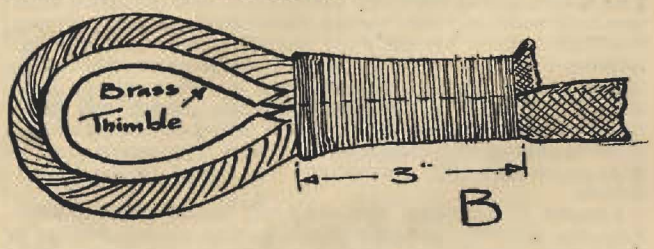
Mr. Gaunt's Suggestions.

I note that the North Kent Club have had a mishap with their elastic rope, and in reply to their inquiry, would suggest the following methods of attachment:—

1. Use the Tubbs-Lewis end connector as sketch A.



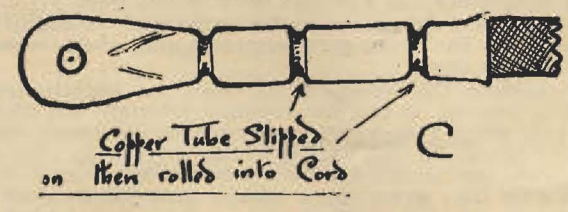
2. Form an eye around a standard brass thimble by serving the neck tightly with fine twine while the rope ends are under tension (see sketch B).



3. For attachment to the ring the Dorset Club use a short length of rope from the apex of the Vee.

4. Where a tinsmith's shop is available a suitable attachment can be devised as per sketch C.

So far, thanks no doubt to the naval experience of certain of our members, we have managed to attach ropes to elastic by nautical "bends."



Sapper's Method.

The question was raised in a recent issue of The Sailplane as to the best method of preventing the recurrence of accidents due to the slipping of a knot. Since the Gliding Movement must embrace many amateur yachtsmen, it is with diffidence that I, a landsman, write to you on this subject.



Rubber is extremely difficult stuff to join satisfactorily, and a reef-knot is entirely unsuitable in such a situation. May I suggest splicing the end of the hempen rope and tying the rubber to the eye with a double sheet-bend. The end of the rubber cord should be seized to the standing part to prevent any chance of slipping. I venture to predict that such a join will give no trouble.—"Sapper."

NEWS FROM THE CLUBS.

THE BEDFORD GLIDING AND FLYING CLUB.

Owing to the rush of Easter work we regret we were not in time to get our Easter report in for last week's issue.

During Easter we had the pleasure of trying out our new ground at Woolley Hill on the Huntingdon-Thrapston Road. Gliding was continued from Friday to Monday, and judging by the performances put up on the "Dagling," the ground should prove quite a good one for soaring, being a continuous ridge running from East to North-West, almost devoid of obstacles, and with the ground falling away on both sides. During the holiday, although the wind changed several times, it was possible to continue gliding.

Several of our new lady members took the seat for the first time and showed good promise, while all our junior boy members, without exception, put up creditable performances, finishing up by going from the top of the ridge. Messrs. Hazledene and Beven, the light-weight experts, vied with each other in altitude tests, both being lifted to an amazing altitude almost at once.

Further experiment will be carried out on this site before a decision is definitely made.

During this week, our engineers decided to recover the wings, etc., carry out a careful examination and execute small repairs where necessary.

Until further notice, gliding will be carried out on Saturday afternoons and all day Sunday on the new site.

THE BRADFORD GLIDING CLUB.

The Club has now started flying on Baildon Moor each Saturday afternoon, and everyone is very pleased with the site. Any stage of training from primary slides up to advanced soaring practice can be carried out without the inconvenience of walls, hedges, etc. Although the Bradford Gliding Club has only been holding flying meetings since last October, nine members are now ready to take their "A" Certificate and four to take their "B" Certificate [*Jolly good!*—Ed.]

The most popular man in the Club at the present moment is Mr. R. Crosland, the Hon. Secretary and head of the Constructional Section. He turned up at the flying meeting on Saturday, April 11, armed with a couple of bicycle wheels and some odd bits of wood. Ignoring the infinite inquiries and expressions of doubt from the other members present, he set to work on the spot and presently evolved a very creditable bogey on which to haul the machine back to the starting point. It is no exaggeration to say that it now requires less than one-fifth of the energy previously necessary to get the machine back. Many Clubs, of course, now have some similar arrangement, but those who haven't really should take immediate steps to do so, as the saving of time, temper and energy is surprising.

The Club has secured the services of Herr Magersuppe, who is to give a lecture in the Mechanics' Institute, Bradford, on Wednesday, April 22, and a demonstration on May 2 and 3. A very large attendance is expected at both these functions, and members and representatives of other Clubs are cordially invited to attend.

At a general meeting of the Club held on Thursday, April 9, Mr. R. Crosland, of 3, Briarwood Avenue, Wibsey, Bradford, was elected Hon. Secretary in succession to Mr. S. Young, who has had to resign for business reasons after doing much useful work for the Club since its foundation.

All inquiries about the Club or the forthcoming demonstrations should, therefore, be sent to the new Hon. Secretary.

THE CHANNEL GLIDING CLUB.

On Tuesday, April 7, the C.G.C. had a bye-day. The special object of this was the getting of an "A" by one of the Club's heavy brigade. While the site at Etching Hill has proved itself adequate for those of normal weight, many flights of over 30 seconds having been made, several attempts by this particular member have failed by a matter of split seconds. As much precious time that might have been devoted to the training of the less skilful, has been used up in this manner, Mr. E. Cheney, the member in question, scoured South-East Kent in search of heights from which even he and other heavy-weights could not fail to stay in the air for 30 odd seconds, even if it meant flying a mile.

Some time ago he found a sticky site at Elham; the result a crashed Zogling. The much discussed and rather disappointing "prince of sites" was tried. It was 125 feet high, time 25 seconds. At last, however, he found the king of sites—300 feet of almost sheer drop, below the choice of half a dozen unobstructed fields in which to land, the only snag, numbers of matronly sheep complete with offspring. After much persuasion, Mr. C. M. Turner, one of our instructors, gave permission for Mr. Cheney to try out his precipice on any day not devoted to Club activities. Hence this evening meeting.

A short test flight was made, and as everything was satisfactory, the great experiment commenced. It was unfortunate that the launch had to be down wind, but as this was only blowing at about 2 miles per hour it was ignored. It did seem to matter a little, however, as the launch in spite of well-manned ropes was rather a poor affair. The R.F.D. barely cleared the ridge. The pilot handled the situation in perfect style. A dive gave him back comfortable flying speed and flattening out into a steady glide and flying fast he clocked 35 seconds. Mr. Cheney had got his "A," and is presumably satisfied with his experiment. It is believed that if the R.F.D. is cleaned up generally and nacelled, "B's" will be a certainty from this spot. Mr. Turner expressed himself impressed with the site and proposes to soar his B.A.C. IV there at the first opportunity.

Sunday last found us back at our first nursery slope on the *Valiant Sailor* site. Mr. Turner had turned his machine over to the cliffs at this spot in the hopes of making a soaring flight. The slight wind that was blowing had fallen considerably by the time that the rigging had been done. This put soaring beyond the pale of possibility so the pilot had to be content with a long, steady glide of two or three minutes' duration. Turning smartly at the end

of his course Mr. Turner landed conveniently near to a road. After derigging the B.A.C. IV we spent the remainder of the day, as stated above, on our first site. It is over six months since we were last there. To the members who have been with the Club since its formation, it was a matter of pleasure to see the progress that has been made during that time. Perhaps nothing of a spectacular nature has been achieved, but we feel that our labours have not been without results.—L. H. H.

THE FURNESS GLIDING CLUB.

Despite, or in consequence of, the fact that we were favoured with fair weather for the Easter week-end our four-day meeting had rather a feeble send-off. By noon, however, on Friday, members were sufficient to warrant a start being made by way of sampling the several fields placed at our disposal.

The first site was heavily ridged, and in consequence the take-off and landing were distinctly bumpy. A change of site to a flatter field brought disaster rather than relief from the rocky passages previously indulged in for at the first attempt on it a hedge evidently made itself too conspicuous and prompted the zogler to put on rudder. The machine was duly removed from the scrub and work put in hand immediately on the reconditioning. This was effected by noon on Saturday, by which time a fresh and gusty wind ruled the day and in consequence the control of the machine was very tricky.

In all flights the machine veered to the right, the ailerons being powerless to correct this, whilst rudder resulted in side drift. Persistence in these results led to the suspension of operations for the day, and this action was commended in that it ensured that the machine was materially sound for Sunday's operations, which promised to be the most effective.

Sunday came up to expectations, and in all some dozen members were able to make several flights apiece, under the captaincy of Mr. J. F. Latham, whilst the duties of instructor were very effectively performed by Mr. F. Pilling, of the Surrey Club (also member and Council Representative of the Furness Club), whose presence and assistance were much appreciated.

This concluded the operations for the week-end for on Monday there was a distinct lack of brawn and wind, whilst the machine itself had to confess to shaky supports.

THE ILKLEY AND DISTRICT GLIDING CLUB.

The intensive training Camp was held at Malham during the Easter Holiday, and flying was carried out on the Malham Hills. It would be difficult to find a site more suitable for the requirements of any Club, as can be shown by the fact that we could fly, and did fly, in any wind, from W.N.W. to E.S.E. The slopes vary from gentle gradients for beginners to heights for "B" and "C" flights and sailplaning.

During the Camp a total of 87 flights were made. Fourteen members were present and of these seven gained their "A" Certificates and another gained his "B." Of the first seven, six were *ab initio* and entirely Club trained. Throughout the five days' flying there was only one crash when a front spar was cracked at 5 p.m. Four and a half hours later the damage had been repaired. The weather was favourable and flying went on every day.

The Club members lived in the village of Malham during their stay, as it was thought to be too early in the year to go under canvas, and members who were present can appreciate the kindness which was shown them by the people with whom they stayed, especially by the owner of the land, Mr. Winskill, and the tenant farmer and his wife, Mr. and Mrs. Carr. Those teas that we enjoyed after a day of climbing and pulling and gliding will long be remembered. Can anything taste so good as bacon and eggs and home baked bread and cakes, baked by an artist like Mrs. Carr? We owe her a big debt. The use of that splendid little pony, Diana, too, to pull the glider back up the hills—what should we have done without Diana?

We had several visits from associate members and friends.

We can congratulate ourselves on a very successful meeting. In conclusion, we should like to place on record our appreciation of the services of Mr. Hedley Crabtree. The way in which he instructed us was a credit to him; his patience, we are sure, must have been sorely tried at times. He did not give one his "A" unless one earned it fairly, and we think he must be pleased with the result of his efforts. Our thanks are certainly due to him, for his unselfishness, his patience and his skill in making ground hoppers really fly.—J. A.

THE LONDON GLIDING CLUB.

On Saturday last, April 11, weather conditions were moderate with a South-West wind of 8-10 m.p.h., but a large amount of excellent work was done. The Club Professor, Prufling and Dagling were all in use and Capt. Needham's *Albatross* was also busy. Flying commenced at 11 a.m., when Mr. Humby made a good flight in the Prufling, but there was insufficient wind to enable this machine to soar. Shortly afterwards Capt. Needham was launched in his *Albatross* and made a very nice soaring flight of 5 minutes 25 seconds.

Mr. Buxton next took-off in the Professor and made a very interesting flight of 1 hour 2 minutes, at the conclusion of which he landed at the starting point, the first time that this has been achieved with this particular machine. Capt. Needham also flew this machine for 22 mins. Meanwhile the Prufling was being kept hard at work and excellent progress is being made by some of our *ab initio* pilots, and we hope to add to our score of "*ab initio*" "C" pilots very shortly. Later in the day Mr. Buxton made another flight of 38 minutes.

Sunday, April 12, was a date which will undoubtedly remain as a red letter day in the history of the Club, as all five Club aircraft were in operation throughout the day, the first flight of over three hours ever made by an Englishman, was made by a Club member and the Club altitude record was broken, in addition to this there was a record turn out of Club members. The first launch of the day was Mr. Buxton, who soared in the Professor for 3 hours 1 minute and reached a height of 652 feet.

Whilst this flight was in progress some excellent flights were made under difficult conditions on the Prufling, notably Mr. Symmons 11¼ mins., Mr. Kennerley 5 mins., Mr. Shutte 5 mins., Mr. Robertson 4½ mins., and Mr. Humby 3¼ mins. In addition, Mr. Culver qualified for his "B" Certificate. Capt. Needham and Mr. Williams also made flights on the Poppenhausen two-seater of 2-3 mins.' duration, and both training machines were kept hard at work. On both Saturday and Sunday we were visited by Messrs. G. and J. Linnell, who flew over in two Gipsy Moths from Northampton.

After Mr. Buxton had landed on Sunday afternoon, Capt. Needham made an excellent flight of 38 mins. in the Professor, but was forced down by bad visibility owing to rain. These adverse conditions continued and flying ceased at 5.45 p.m. after a most satisfactory week-end.

Anyone contemplating joining the Club should communicate with the Secretary, The London Gliding Club, Empire House, St. Martins-le-Grand, London, E.C.1.

THE KENT GLIDING CLUB.

On Sunday, April 13, the Kent Gliding Club, in conjunction with B.A.C. Ltd., held at Gillingham the first of a series of Auto-towed Gliding Demonstrations which they have arranged in the County. The chief event of the day was when Mr. Lowe-Wylde first took the air in his latest B.A.C. two-seater sailplane. The machine, which the B.A.C. Ltd. with their usual energy had rushed forward to be in time for the demonstration, is the first all-British two-seater sailplane in the country. Its performance seemed to be all that could be desired, and Mr. Lowe-Wylde throughout the afternoon took many members of the Club for flights.

The day was most successful, and matters were helped considerably by perfect weather. Many people had the opportunity of seeing Auto-towed Gliding for the first time.

The next demonstration will be given at Sutton Road, Maidstone, on Sunday next, April 19, commencing 11.30 a.m. Mr. J. King will be in attendance with his Desoutter Cabin Monoplane to give Joy Flights (from 5s.) to members of the public.

THE NORTH COTSWOLD GLIDING CLUB.

Members of the North Cotswold Gliding Club paid a visit to the Oxford and Bucks Light Aeroplane Club three weeks ago to see experiments of "towed" flight. Demonstrations were given by Mr. Lowe-Wylde, who is conducting the experiments for *The British Gliding Association*. Herr Wolf Hirth and Mr. Horace Wright, the instructor of the North Cotswold Gliding Club, flew the machine. Mr. Wright gained his "B" Certificate in four flights. He is thus the second glider pilot in this country to secure the "B" Certificate by this method.

During the afternoon the lady members of the party took aeroplane flights, and were treated to loops, spins, rolls, "falling-leaf," and other manœuvres.

At Broadway during Easter flights were made by Mr. Horace Wright, Miss Evelyn Moore, Miss M. Cocks Johnston, Mr. W. Jacques, and other members, and a new youthful recruit provided the crowd of visitors with a thrill by zooming the glider to about fifteen feet at the first attempt. The subsequent landing proved that it is best to observe the instructor's advice to practise a few short slides before going even to fifteen inches.

THE NORTH KENT GLIDING CLUB.

On Saturday afternoon, April 12, most of our enthusiastic members turned up early for instruction. The B.A.C. was rigged in record time and operations commenced with "Gusto." Winds were light, but in our most favourable direction. All members attending received four launches each and it was very noticeable that we are now deriving great benefit from our policy of "Slides before Glides," and all seem to be much happier now when "taking the air," also that feeling of being "perched" is being replaced by confidence on the part of the pilot and that he or she is part of the machine.

Towards the end of the afternoon an enjoyable *al fresco* tea was partaken of, very kindly supplied by Mine Hostess of the adjoining Inn. Our lady members and their friends here showed their tireless energy and officiated faultlessly throughout. More launches afterwards effected and the machine was dismantled towards dusk, when all were unanimous that a very enjoyable and successful afternoon had been spent.

No flying took place on Sunday as the majority of our members were desirous of visiting the Kent Club and B.A.C. Ltd. Auto-Towed Gliding Demonstration at Gillingham, and about thirty members and friends arrived at the aerodrome. During the afternoon some very thrilling and graceful gliding by Mr. Lowe-Wylde, on the B.A.C. VII two-seater, was witnessed. We were given to understand that this is the first British two-seater machine. It was rushed through and completed only just in time for the meeting.

Mr. Lowe-Wylde and the B.A.C. are to be congratulated on turning out such an excellent machine and it is excellent both in appearance and its performance. Some of our members were later given an opportunity of taking a trip in the machine when an altitude of about 300 ft. was reached. Circular flights of nearly two minutes' duration were obtained, although winds were quite light; all were very much impressed by the machine's performance in the air.

Mr. Haynes seemed to stand aghast when our extra heavy-weight signified that he would like a trip. After many grunts he sunk into the rear cockpit, much to the amusement of the onlookers—some said the fuselage "visably bulged." However, the machine took-off in a splendid manner, reaching the same altitude as before and accomplishing the same time and distance in flight, making a splendid landing.

We all came away with revised views on Auto-towing and its

possibilities, and also felt that our day's instruction had not been sacrificed in vain for a lot had learned about gliding and organisation of a public meeting.

THE SAILPLANE CLUB OF T.M.A.C.

The exceptional weather last Sunday, April 12, found a good turn out of members at Smalldole, near Bramber, Sussex, and in a favourable wind a series of useful flights were made. A broken rudder-bar was quickly replaced by a temporary one made in the Club's hangar-workshop.

Many visitors were present and several applications for membership received. The Club's second dance takes place on Saturday, April 25, at Suffolk Galleries. Dance tickets are 2s. 6d. each, obtainable from the Hon. Sec.

Flying takes place at Smalldole each Sunday. The best road from London is via Horsham and Henfield and thence on the Shoreham road. Visitors are always welcome.

Hon. Sec., E. G. Smettem, 2, Wine Office Court, Fleet Street, London, E.C.4.

THE SOUTH ESSEX AERO CLUB.

Taking advantage of the long-looked for spot of fine weather that the "Clerk of the Weather" sent us on Sunday, April 12, the members of the above Club put in a full day's flying on their ground at Langdon Hills, Essex.

Recently the members have been engaged in erecting a large hangar at the ground which will house three machines (an eye to the future).

It was soon apparent that the scarcity of meetings during the last few months had not in any way impaired the skill of the members who without exception made their flights in a manner which speaks well for attention to the instructor's orders.

In view of the fact that the Club is awarding two prizes each month, keen rivalry between the members was manifest in their endeavour to beat one another in the length of their flights. Three excellent flights, each of over 20 seconds' duration, were put up by Mr. A. Palmer, one of the Club's Instructors.

Meetings will be held each Saturday and Sunday throughout the summer at Langdon Hills, and a cordial invitation is extended to all interested. Full particulars as to membership (flying or associate) will be furnished on request to Hon. Secretary, 41, Hall Road, Chadwell Heath, Essex.

THE SOUTHAMPTON GLIDING CLUB.

Of the three days available at the Easter holiday, Saturday was the only one fine, but very few flights were possible owing to lack of wind. Members were naturally disappointed, as this will delay them from obtaining their "A's."

We appreciate the remarks of the North Kent Gliding Club with regard to our hard working instructor, Mr. Woodley.

We are pleased to report he has now completely recovered from his scalp wound.

THE SOUTHERN SOARERS' CLUB.

This Club continues its weekly activities in Soaring. Over the week-end three members were in the air for various times up to 20 minutes in winds distinctly light and of not more than 7 or 8 miles an hour. Another member, Mr. A. Reffell, gained his "C," this being the third "C" for the Club.

Captain Stratton again put up an excellent show in the Dagnall sailplane, demonstrating its remarkable soaring capabilities in even light winds. Mr. Beardmore met with misfortune to his Professor, slightly damaging a panel of the fuselage in striking a large mole hill on landing. The Club's own machine should be in the air shortly, and schooling should then go on apace. Full particulars from the Flight Secretary, at New Yorke Hotel, Bedford Square, Brighton.

THE SURREY GLIDING CLUB.

The Annual General Meeting of the Club was held at 17, Stoke Road, Guildford, on April 1, at 8.30 p.m. Mr. Dagnall was in the Chair, and twenty-two members were present. After the usual formalities of a General Meeting had taken place, the Secretary presented the following report:—

At this, our first Annual General Meeting, I wish to lay before you a few facts concerning the early history of the Club which may not be known to those members who joined the Club some three months after its formation; and at the same time to inform you all as to the work which has been accomplished, together with the successes which have been obtained during the past year.

In the first place, immediately after the gliding demonstrations given in Stoke Park in March, 1930, a few enthusiasts decided to form a local Club, to be known as "The Guildford Gliding Club." The Club at its formation consisted of some twelve members, and obviously it was impossible, without a large increasing membership, to obtain the funds necessary to purchase the equipment for gliding. The efforts of these twelve members were therefore directed to obtaining new members. These efforts were successful, as may be seen from the fact that within a month the membership had reached approximately forty, and an order was placed with the R.F.D. Company of this town for a primary training type glider.

In the meantime applications for membership were being received from all parts of Surrey, and it was generally felt that the scope of the Club should include a larger area than was possible if the Club was named "The Guildford Gliding Club." Hence, at a meeting of the members the name was changed to "The Surrey Gliding Club," with headquarters at this address; also a strong Weybridge branch was formed under the Presidency of P. Maxwell-Muller Esq. In view of the increased scope of the Club and its change in title, it was decided to approach His Grace the Duke of Sutherland to act as our President, and after an interview with our representatives he kindly consented to act in that capacity.

Since then the progress of the Club has been extremely rapid, the first flying meeting being held at Chilworth on May 24, 1930, when training commenced seriously, and in spite of the fact that we have until recently been very badly handicapped owing to our inability to secure a more suitable ground, the amount of training carried out, as the figures I shall shortly disclose to you will show, is very satisfactory indeed.

Last Autumn we purchased two new machines, our new Dagling, and the Prufling. Our original machine, having had upwards of 800 launches, was in need of an overhaul, and in place of spending money on the machine it was decided to sell this and purchase the latest type Dagling. In view of the increased efficiency and strength of this machine over the previous type the change was a wise and economical one. The Prufling machine was purchased under very favourable conditions, together with the aid of an anonymous donor contributing towards its cost.

The Club took part in the Open Competitions held by *The British Gliding Association* at Ditchling last October, and I am pleased to say that we secured all the prizes offered in the classes in which we were able to compete. In fact our second team put up a much better performance than any other Club's first team.

Another point I would like to emphasise is the fact that with the exception of the short period (three weeks) last summer, when the hay was being cut on the flying ground, weather conditions permitting, gliding has been available every week-end throughout the year. This, I think, is a record of which the Club should be proud.

In view of the fact that the majority of the Club members were without previous flying experience, the number of mishaps and crashes, and also the cost of necessary repairs, is very small, as our Treasurer will tell you.

While most of the Club's activities are confined to the Flying Ground, the social question has not been forgotten, which resulted in a Dance being held at Merrow Grange Hotel last February. This Dance was, I think, enjoyed by every one, and apart from the enjoyment the evening provided, I venture to suggest that the prestige and advertisement accruing to the Club was considerable.

Now to give you a few facts and figures. The total recorded flying time to date is 3 hrs. 7 mins. 10 4/5 secs., the Prufling having 59 flights to its credit and the new Dagling 553 flights, or, shall we say, launches. While mentioning these figures, we must not forget the original machine which had 800 launches to its credit, but owing to the scattered amount of time accorded to this machine no total is available. However, the total number of launches made during the year amounts to a grand total of 1,412.

Regarding Glider Pilot Certificates, you will be glad to know that at the moment the Club has obtained twenty "A" Certificates, four "B" Certificates, and one "C" Certificate. The total membership numbers 83.

In closing my report I wish to say that the success of the Club during the year has been occasioned by keen enthusiasm, hard work, and above all by the fine team spirit shown by members which has, I believe, been particularly well emphasised; and I think we have lived up to the motto of a famous industrial concern: "Each for all, and all for each." As long as the same spirit is shown in the future as that shown in the past, the Club must prosper and grow in strength and scientific knowledge.

These remarks were followed by the Treasurer presenting the balance-sheet and his report. In presenting the balance-sheet the Treasurer remarked that the income for the year showed an excess over expenditure to the extent of £98, the total assets of the Club, both fixed and floating, amounting to £198. It was felt that these figures were very satisfactory for a new Club.

In passing the balance-sheet, reference was made to the item of £50 written off for depreciation, and it was explained that it was better to err on the safe side which accounted for the figure appearing rather large.

After explaining other facts and figures appertaining to the Club's finances, the balance-sheet was passed, and a vote of thanks was accorded to the Secretary and Treasurer and also the Committee generally for the very strong position of the Club.

Following this the election of officers for the ensuing year took place; and the Rules were amended to suit present conditions. Last, but not least, a resolution was passed admitting ladies to the benefits of flying membership.

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

Printed for Aeronautics Ltd., by Bonner & Co. Ltd., The Chancery Lane Press, Rolls Passage, London, E.C.4; and Published by Aeronautics Ltd., at Cannon House, Pilgrim Street, Ludgate Circus, E.C.4.

EDITORIAL AND ADVERTISEMENT OFFICES OF "THE SAILPLANE," 175, PICCADILLY, LONDON, W.1.
ACCOUNTS AND PUBLISHING OFFICES, CANNON HOUSE, PILGRIM STREET, LUDGATE CIRCUS, E.C.4.
Telephones: Editorial Regent 1916: Advertising: Regent 5373; Publishing: Central 5822.