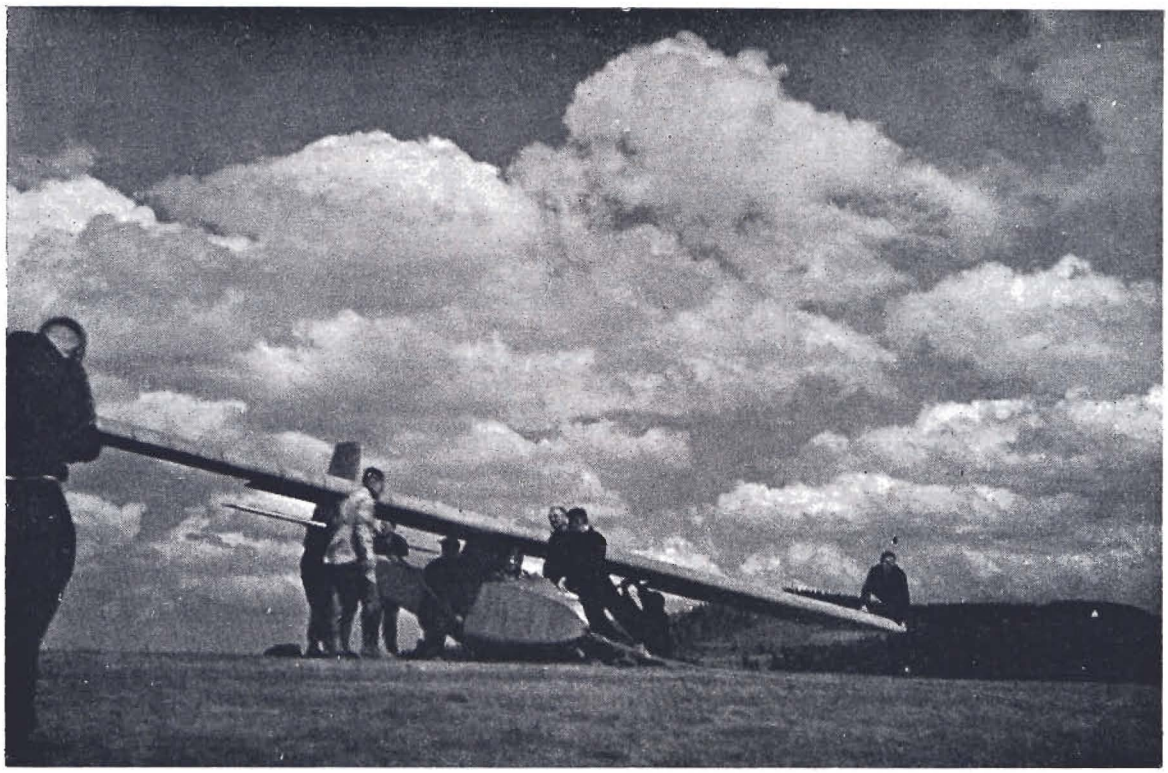
May 29, 1931. Vol. 1. No. 38

Price 3d.

THE SAILPLANE AND GLIDER

SOARING WEATHER.



The strength of the wind can be gauged by the size of the crew necessary to hold down the Ferdinand trainer on which Wolf Hirth made his first soaring flight at Grunau.

A SUMMER CAMP.

The possibility of a National School is becoming a probability in that a scheme is being prepared to hold a Summer Camp on the South Downs. There is no doubt at all that such an institution is eagerly awaited and that many are waiting the opportunity of entering a school. A letter published in this issue, and typical of many we get, puts forward a very rational plea for "gliding holidays," and that is what the Summer School aims to provide.

The idea is to make the Camp, which will be under canvas, completely self-contained, and the fee, which will probably be about £20, will cover board and lodging as well as instruction. This figure is comparable to that charged by the

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subsidised German schools, but students will save travelling expenses, and less time will be required. The Camp will be intended for beginners, and will aim at getting all students up to "B" standard by the usual methods of catapult launching. As at least a fortnight, and perhaps three weeks, willl be given to the task this should not be difficult.

Those responsible for the scheme are aware that many Clubs who have gliders and keen members lack both the advantages of a good site and experienced instruction. As the Summer Camp will provide both, special facilities will be granted to Clubs who come in groups and bring their own machines. Such action would reduce the fees considerably for those Club members.

Similarly, although no provision has yet been made for soaring instruction, if the necessary group signified their intention of coming to the camp, and especially if they brought their own machine, arrangements would be made for soaring instruction.

As the Camp will not be held without official sanction, and as official observers will be available, it promises to offer exceptional facilities for the overcoming of that period between the start and the "B" Certificate which is a step that has proved so difficult and costly for many Clubs to negotiate.

The question of date is all important. Shall the Camp be held during the last weeks of August or in September? We ask everybody to whom the idea of spending a gliding holiday under canvas appeals to write us a postcard and on it to state whether he or she is prepared to join such a Camp, and to give the dates which are most convenient to them. The sending of such postcards will in no way be regarded as binding, but those responsible must get some idea of the number of students who intend to come.

The proposed site is close enough to the coast for good bathing, and the alleged amenities of a seaside town, so the Summer Camp offers an unique opportunity to combine the normal summer holiday with plenty of gliding. In fact, private owners not wanting instruction but merely facilities will be able to join the Camp on special terms, which will include a launching crew.

A NEW WORLD'S RECORD.

On May 23, at Balsdean, Mlle. Susi Lippens increased by thirty minutes her own record of half an hour made at Folkestone last year. This recent flight of 1 hr. 2 min. is the World's Duration Record for a Woman Pilot of a Motorless Aircraft and was made in Mlle. Lippens' own *Professor*. As Mlle. Lippens is staying over here for a little, we may expect to see these figures improved upon.

THE BRITISH GLIDING RECORD.

After standing for nearly nine years the British Gliding Record of 3 hrs. 21 mins. 7 secs., established by M. Maneyrol at Itford in 1922, has been broken by an Englishman. On May 24 Major H. A. Petre, starting from the ground of the London Gliding Club at Dunstable, flew in the Club's *Professor* for 3 hrs. 28 mins. 5 secs. It is regrettable that no records are available in either case for the wind speeds at the site, together with the speed of the up-currents, for only by the comparison of such figures can the worth of Major Petre's achievement be realised. Nine years' progress is in the ability to soar in lighter winds under more difficult conditions.

THE RHON COMPETITIONS.

Owing to repeated requests, a later closing date has been arranged for the trip to the Wasserkuppe for the Gliding Competitions. These competitions start on July 28 and continue for about a fortnight. A party has been organised for an all-inclusive cost of about £15 for the fortnight. Bookings can now be accepted up to June 15, and further particulars can be obtained from Thomas Cook and Son Ltd., Berkeley Street, London, W.1, by quoting ref. B. H. 68/51438.

YET ANOTHER.

The British Gliding Association have collected yet another Cup for annual competition. This time Captain Geoffrey de Havilland, who has already generously supported the Movement, is the donor. What everybody wants to know is when all these trophies are to be competed for? Ilam Hall, Dovedale, Derbyshire, seems to be reasonably near the middle of England from the Gliding point of view. Cannot a Meeting be arranged there and the B.G.A. be asked to distribute all its collection of silver?

JOY-RIDES IN A SAILPLANE.

There are a number of people who would like to make soaring flights as passengers, and, as is generally known, Mr. Lowe-Wylde has been meeting this demand in his two-seat B.A.C.VII. Readers round and about London who are interested in making such trips should refer to the report in this issue of The London Gliding Club, where announcement is made of joy-rides to be given on June 7.

"I NEARLY GOT AN 'A.'"

"Now then, laddie," said the Instructor, "this is the first time you've been off as high as this, and you ought to get an "A" quite easily. No funny stuff, remember—just a perfectly straight, steady flight and if you should get off your course—remember—Push right to go right."

I nodded without speaking,—my mouth was rather dry, and I was having a little trouble with my Adam's apple. The field in which I had to land seemed incredibly distant and far below. The sunlight glinted on the Channel—just visible on the horizon. I swallowed hard. For an instant I toyed with the idea of merely undoing the belt and getting out of the Zogling. I would simply walk to my car and drive home for a quiet potter in the garden. Nobody could stop me—after all you don't *have* to do this incredibly rash gliding business. Then my eyes rested on our youngest lady member, in the act of picking up the launching rope. She looked bored—she got her "A" months ago—might get a "B" to-day they said. I set my jaw firmly. "If a young girl can do it—" but anyway you've got to go through with it now—they're walking. The Zogling shifted a little under the strain—anxious to be off.

"Run." I gripped the seat.

"*Re*lease!"

Gr-wheeeeeeeewww—!

My hat! I'm off! After the first breath-taking rush, it wasn't so bad—in fact I began to like it and soon to think consciously.

"Now," I thought aloud—"how about the good old flying speed." I listened to the hum of the wires. "A trifle flat," I murmured, easing back the stick. The note sank from D Flat to C Natural—a much more pleasing sound.

I really could not believe that I was the same timorous *ab initio* who had only a few short seconds ago contemplated doubtfully the prospect of this utterly exhilarating hop.

I lost height, but not too rapidly. Everything was jake, and the "A" was surely mine. Suddenly, at about 50 ft., things began to happen.

A gusty up-draught caught under my left wing-tip and tilted me over to the right, at the same time turning me forcibly off my course to the left. "Push right to go right," flashed through my brain. I did it. At the same time I put my stick hard over to the left to correct the tilt.

Hi! what was happening? I seemed to be rushing sideways to the ground at an incredible speed. Not going forward at all! Ww! I woggled all the controls in a desperate effort to get straight . . . . nothing happened; the rudder flapped aimlessly.

A haystack loomed on the port bow. Now for the zonk. I shut my eyes tight, consternation in my very soul.

Nothing happened.

Had I hit? I seemed to have heard a splintering crash and to have felt a severe jolt—but no—I was still airborne; the crash must have been anticipatory imagination. I opened my eyes.

I had full control of the machine! The haystack was disappearing beneath me.

Was I soaring?

Up-current from haystack?

Line squall? Thermal up-current?

Well!—well!—well!—that *was* a wizard bit of work—the way I avoided that haystack! Still gaining height, I looked behind. The hill from which I had taken off looked a mile away. I eased back the stick. "My hat! how the old Zogling can soar when she likes!" I thought. "I'll make for that cumulus on the coast-line."

Piloting the glider now with faultless ease, I reached the cumulus and made a spiral climb with the aid of the powerful up-currents which I found beneath it. As I entered the billowing fog of the cloud I was struck by the big idea.

"Why not polish off the Channel crossing whilst I was about it?!"

"Of course—why not?"

I could see the headlines in THE SAILPLANE:

"ZOGLING FLIES CHANNEL!"

"WIZARD WORK OF MIDDLE-AGED AB!"

Ruminating thus I emerged from the top of the cloud and looked round for my bearings. I judged my height at two thousand. The coast of France lay clear before me on the horizon—a bare twenty miles away.

I felt equal to anything—full of *joie de vivre*. Executing a perfectly-timed slow roll, during which the pieces of bootlace with which the belt was fastened to the kingpost creaked audibly, I chuckled to myself to think how easy it all was. This grave pretence on the part of the instructors of getting you on step by step—a foot higher at a time—all bluff! If everybody knew it was as easy as this—the instructors would lose all prestige. Hence the heavy stuff! I did a vertically-banked turn with consummate ease and put the nose down for the cross-Channel glide. Beneath me

I could see the Boulogne boat trudging along at about twenty knots. I overtook and passed her.

A humming filled the air. I soon perceived its origin—the Imperial Airways liner bound for Croydon. As I flashed past her I dipped in salute and raised the bowler hat which was on my head, although I could not remember, curiously enough, putting it on before my start.

The pilot waved courteously and the passengers smiled encouragingly, with one exception. This was a man whom I recognised instantly as our Club Captain. His expression was distinctly unfriendly. As he flashed past I seemed to catch, above the roar of the engine, hostile, and even rude expressions. Why was he a passenger, anyway? Dismissing the whole thing as petty jealousy, I soared on. Soon I could see beneath me the cliffs of France. Should I land here or carry on to Paris? Deciding on the latter with a view to breaking the English duration record whilst I was about it, I pushed on in what I took to be the direction of the French metropolis, taking advantage with great intelligence and skill of every possible up-current from buildings, hills and clouds. I will not describe the scenes of enthusiasm which my passage overhead evoked amongst the inhabitants.

Let it suffice to say that with my left arm quite aching from continually raising my bowler hat in acknowledgment of the cheers, I made a perfect landing at dusk in the Champ d'Elysées.

I was immediately surrounded by crowds of cheering men and women. Cries of *"Vive le Zogleur"* and *"Vive le 'du commencement'!"* (French for long live the *ab initio*!) rent the air.

I felt myself lifted from the ground by willing hands, shoulder high. All around the populace surged and acclaimed me. I raised my hat repeatedly. *"Pas du tout!"* I said, *"Pas du tout!"*

A girl of surpassing loveliness pressed towards me through the throng. She was carrying a bottle and a wineglass.

"Drink this," she said in English surprisingly, and in a deep husky contralto. I accepted the glass she had filled for me,—raised it on high and gazing deep into her shining eyes, I began to drink.

As I drank, the most curious thing happened. Her beautiful face melted gradually away and in its place slowly there formed the mild and amiable countenance of Dr. Binks, a member of the Club, bending solicitously over me.

"Drink this," he croaked.

I blinked furously—where was I? The enthusiastic French had become ordinary Club members, obviously and definitely unenthusiastic.

As clear vision returned I was conscious of the written-off remains of a Zogling festooned about a haystack.

I took another sip of the now nauseatingly unromantic brandy.

"What did I do wrong?" I said.

"Side slipped,—you mutt."

"How long did I do before it happened?"

"Oh—about fifteen seconds."

"Uh-huh," I murmured non-committally, and closing my eyes I lay back on the battered wing which was my improvised stretcher.—WHOOZIS.

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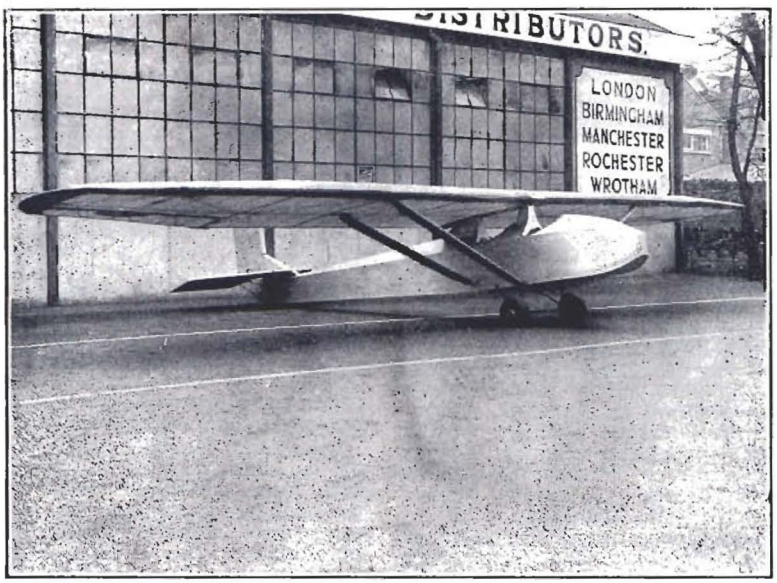
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A FAMILY PARTY AT BALSDEAN.



Mr. York Bramble supervises the start of Mr. Thompson in the Surrey Club's Prufling. The cup presented by Mrs. Richardson. Mr. Williams takes off in the "Scud." Mr. Dagnall hands Captain Stratton a prize. The Dagling Twin. Mlle. Lippens breaks the news to Herr Kronfeld about the broken pedal anchorage—Mr. Gordon England at work on the right.—(*"Sailplane" photos.*)

Sometime ago I suggested in THE SAILPLANE that the Balsdean area, over which Mr. York Bramble has the soaring rights, had yet to demonstrate that it was suitable for soaring in winds other than those from the south-east, though outside this area are excellent slopes which face north and a high ridge, which should be available for soaring in south-west winds.

An interesting light on this possibility is cast by the happenings of Whit-Monday afternoon, when I discovered Mlle. Susi Lippens, Herr Kronfeld and Mr. Gordon England all busily engaged in getting the Professor ready for a soaring attempt in the wind which could not be used in the Balsdean area. This attempt unfortunately came to nothing, as we discovered that the bulkhead which supports the rudder pedals had come adrift.

This is hardly the place to comment upon the domestic affairs of any Club, but it seems a pity that such an excellent site as the total mass of downland behind Rottingdean should be split up into fractions which cannot be used as a whole because of personal differences.

All the soaring that was done at Balsdean during the Whitsun holiday was done in a south-easterly breeze on Saturday, when Mlle. Lippens increased her own record to over an hour, and Mr. Reffel soared the Dagnall sailplane for 1 hr. 40 mins., the longest flight yet made by a British pilot in a British motorless aircraft. During this afternoon Herr Kronfeld also flew the *Scud*, which he landed voluntarily after convincing himself as to its merits.

Unfortunately I was unable to be at Balsdean on Whit-Sunday, but Mr. Waplington assures me that soaring was not possible at the meeting, although some 100 miles away in the Chiltern Hills Major Petre was beating the nine-year-old record established by M. Maneyrol in 1922 by soaring on the London Club's Professor for 3 hrs. 28 min. 5 secs.

So Balsdean has yet to prove that it is a super-soaring site. On the other hand, it contains some quite useful training slopes, and if differences could be settled with the consequent unification of the ground into one big whole it would be much better for the Gliding Movement.

For some reason, I can only suppose it was counter-attractions or lack of adequate advertising, the great British Public did not arrive in its Bank Holiday thousands. In all, on the two days of the Meeting only 1,600 people paid for admission, according to Mr. Paling, who is Treasurer to the Southern Soarers.

The whole meeting was a great triumph for Mr. Dagnall. R.F.D. machines won prizes in every competition, and in only one did a Dagnall fail to win first place. A new Dagnall machine was at the meeting. This is officially called the Dagling Twin, but might well be called the *Nagling*, in that it is a Dagling with a nacelle. The forward cowling can be detached for training purposes.

Various machines of this type have been produced elsewhere, and at Rossitten the "Zingo," which is of this class, is used for gaining "C" certificates. The Scarborough Club have also added a nacelle to their primary, and a picture of it appeared some time ago in THE SAILPLANE. This Scarborough nacelle had the advantage that it was made of fabric over a wood frame and was, therefore, particularly easy to patch.

Mr. Bramble, who organised the Meeting, must be congratulated on the loud-speaker, the amplifier of which he built himself and, with the aid of Mr. Bailey, to whom the rest of the equipment belonged, mounted the whole on a baby car. It is certainly the clearest and best outfit I have heard to date.

Spartan attempts were made to work to a predetermined programme. This, although the events were not particularly dependent on wind direction, is not really feasible, in that a soaring wind might be blowing one day and not the next. Thus the organiser must have the right at subsequent meetings to alter the order of events, which can always be referred to by their distinguishing letter.

The attendance from Southern Clubs was not outstanding, though the Oxford Club must be congratulated on their enterprise in coming all the way to Brighton. Entries were also received from the Channel Club, the Imperial College Gliding Club, the Surrey Club, from a member of the Kent Club and from individual members of the London Club, which was officially represented by the *Scud*.

This machine occasioned its usual meed of rapturous comment, and after flying it on Saturday Herr Kronfeld expressed the opinion that the controls were particularly effective. He said, too, that the *Scud* was particularly suited for sporting gliding or "for fun," as he put it. He remarked upon the rigidity and stiffness of the wing.

The *Scud* was unfortunate in that an effort to modify the launching hook on the ground to prevent the launching rope from jerking the nose down, caused a fracture, and the hook had to be replaced. Then a landing over the very bumpy ground not only broke an elevator off but damaged the fuselage. The latter happens to other machines, as was shown by the fact that Mlle. Lippens' Professor was damaged in much the same way. In a heavy landing the rudder pedals and their mounting have to take all the pilot's weight, and this forces the frame through the fuselage. Mr. Baynes has already devised a neat system of struts to take care of such loads in the future.

Mr. Lowe-Wylde, who had a queue of people waiting for joy-rides on Sunday, was most unfortunate. Landing, after his first passenger flight, he broke the undercarriage of the B.A.C.VII, which prevented further activity. His indomitable energy, however, overcame the catastrophe, for on

Whit-Monday he was at Northampton, where he was one of the turns of the day.

Although the attendance, both from Clubs and of the general public, was extremely disappointing there is no doubt that the Meeting showed how events can be chosen to have something always happening, and that in the nine months which has elapsed since the Ditchling Meeting quite a lot of progress has been made. The standard of flying was considerably better, and three manufacturers had machines of advanced type, successfully demonstrating their qualities.

Everybody was pleased that the Dagnall Sailplane and Captain Stratton won the Cup presented by Mrs. Richardson for the Open Soaring Contest, though I wish there had been more contestants of the same calibre of the winner. It is queer how the B.A.C.VII, the various Professors, and the Dagnall Sailplane never manage to get together. It would have been very interesting to see the Professor matched against the Dagnall on Monday, when the slow speed of the latter was a very great advantage.

Mr. Dagnall has given so much to the Movement that the crash of his greatest venture seems particularly unkind. I hope that he will not allow such a happening to discourage him, specially when one considers how even high-efficiency sailplanes can be crashed by an experienced pilot. I wonder whether it would not be possible to form a soaring group of enthusiastic would-be sailplaners to take over the R.F.D. Sailplane from Mr. Dagnall.—T. J.

THE EVENTS.

The first event was timed to begin at 11 a.m. on Whit Sunday, but there was thick mist which reduced visibility to six yards. A strong wind sprang up and then the rain started. The heavy downpour lasted 50 minutes and seemed to indicate that the Meeting would have to be abandoned. Suddenly the wind dropped, the mist lifted and the sun began to shine. The first event then started an hour late in rather gusty conditions.

This was a Spot Landing Competition open to pilots up to "A" Certificate standard only and on primary machines. Teams of four from each Club were entered and the lowest aggregate distance from the spot won. There were five entries: Surrey; Channel; Southern Soarers; Imperial College Gliding Club; and Oxford and County. Surrey was first: E. Brame 0; F. H. Robertson 14 yrds; A. K. Bindloss 21 yrds.; G. H. Taylor 73 yrds. The Channel Club was second: J. E. W. Chenery 10 yrds.; Cpl. W. L. Manuel 29½ yrds.; F. J. Witnell 30 yrds., and D. C. Francis 133 yrds. Oxford was third: T. D. Cole 10 yrds.; J. R. Wardrop 20 yrds.; J. R. Wardrop 58 yrds., and S. Blackburn 281 yrds.

The second event of the day was the Distance Competition. This was open to any machine not definitely a "sailplane," i.e., primaries, intermediaries and soarers could compete. It was also open to Clubs and/or individuals. Club entry was limited to one person, though members of a Club could enter as individuals on a Club machine. Aim:—To achieve nearest distance to a predetermined target point. (All machines to be catapult-launched.) Seven entries were received, but the *Scud* representing the London Club was put *hors concours* by the breaking of the launching hook.

The course chosen was that of a hairpin bend, starting into the wind and returning after flying over a distant mark, then flying down wind and landing up the slope towards a pylon at the top. Captain A. N. Stratton was first on the Dagnall Soarplane; Mr. A. H. Reffel was second on the same machine; and Mr. C. H. Lowe-Wylde for the Kent Club was third on the B.A.C. IV.

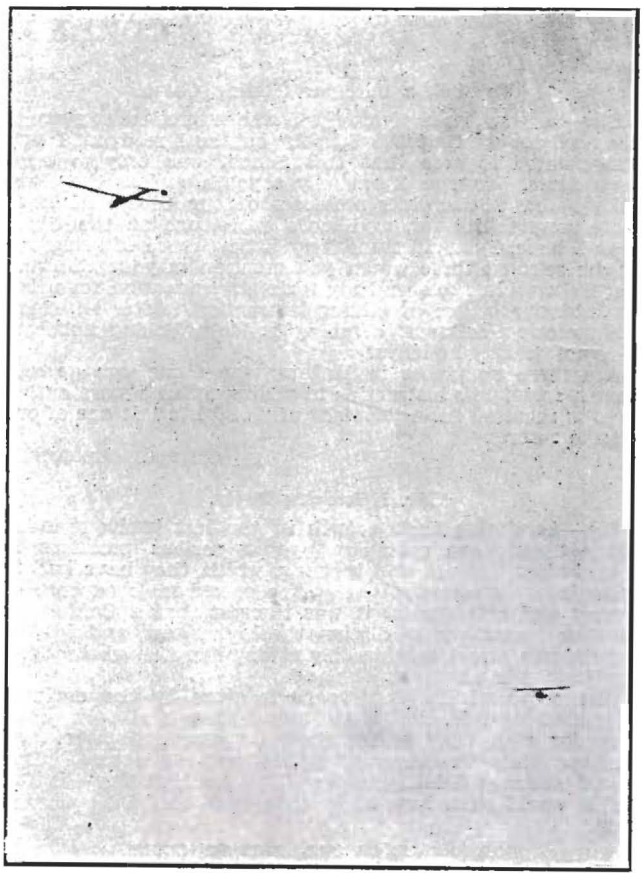
On Sunday the Open Soaring Contest could not be flown as it was found impossible to soar in the light South-westerly wind, so the event was flown as a duration contest instead. Captain Stratton on the Dagnall Sailplane was first with 3 min. 2 4/5 secs. This was an amusing flight, in that after disappearing over the top of the ridge Captain Stratton appeared flying round from behind the corner, after at least one official time-keeper had clocked him down.

Mr. C. M. C. Turner was second with 1 min. 10⅗ secs. on the B.A.C. IV, and Captain Needham third with 1 min. 10 2/5 secs. on the *Nagling*. The close times between the last two machines should be noted.

The next event was the Gliding Race, in which the Dagnall Sailplane was crashed. The machine swung round the first pylon too sharply and failed to clear a barbed wire fence. Captain Stratton had a narrow escape from being blinded by the wire. This was for the fastest time round a figure-of-eight course, which was modified after the crash, for the longest duration over the given course. This event was won by Mr. A. H. Reffel, with Captain Stratton second and Mr. Turner third.

The final event was the Distance Contest, in which the competitors had to turn round a pylon and fly back up the hill. This was won by Mr. Turner on his B.A.C. IV, with Captain Needham second on the *Nagling* and Mr. Mole third on the *Scud*, which was repaired during the prize giving and allowed to fly after that ceremony.

The prizes were given away by Mr. Dagnall, as President of the Southern Soarers, who was introduced by Mr. Waplington. The Secretary of the Association certainly put in a lot of work, though his smiles seemed to indicate that he was enjoying his holiday task. There were some very fine prizes and there seemed to be one for everybody—which is the secret of a popular competition.



A DOUBLE EVENT.—Top left, Mr. Reffel in the Dagnall sailplane making a record for a British pilot on a British machine. Bottom right, Herr Kronfeld soaring the "Scud."

NEWS FROM GRUNAU.

The last course for beginners finished on April 30, by which time all the ten students had obtained their "B" Certificates. Four days later the next course started with 12 *ab initios* and in a fortnight all had their "B." Two or three seem likely to get a "C" before the end of the course. There is also a course for war-time pilots, "old boys of 45 and 50," as Herr Wolf Hirth calls them.

On May 17 an Exhibition Day was held, and many visitors from Breslau and Berlin came to see the school. Instructor Steinig flew 5 hrs. 51 mins. Herr Wolf Hirth reached a height of 3,000 ft. and made a cross-country trip round the airport, flying as well above the city of Hirschberg. Twenty-four flights were made, with a total of 11 hrs. flying time, and as many as five machines were soaring at once.

THE LYONS DEMONSTRATIONS.

Owing to the mishap at Ilkley at Whitsun the Lyons Tea *Cloudyacht*, as the Westpreussen had been christened, has been completely written off, but in spite of this unforeseen disaster the demonstrations will carry on with the *Falke* This machine is famous for its soaring qualities and is withal as those who remember last week's front cover will agree a very handsome craft.

People will certainly sympathise with Lyons Tea People, in that one expects the odd spot of damage from difficult landings, but not a complete write-off as a result of a dive bolt-like from the blue.

This week's demonstrations are at Campsie Fell, Glasgow, and the others are:—

June 20—21.—Stirling. Sherrifmuir, Stirling.

June 27-28.—Nottingham. Ilam Hall, Dovedale, Derbyshire.

July 4—5.—Bradford. Ambler Thorne, off Roper Lane, Queensbury.

July 24—25.—Wilts. Oliver's Castle, nr. Devizes.

Aug. 1—3.—Southdown Skysailing. Ditchling Beacon.

Aug. 15—16.—Channel. *Valiant Sailor*, Dover Hill.

Aug. 22—23.—I.O.W. Afton Down, Freshwater.

Aug. 29—30.—Portsmouth. Race Course, Portsdown Hill.

CORRESPONDENCE.

Wanted, a Summer Gliding Camp.

Sir,—In your issue of May 1 I was interested to read of the need for a "National School," but, as I read on, I was disappointed to note that this School was only to train Instructors. Now, as I am only a youth, and as there are quite a few of the older members of our Club who have more adaptability for, and more experience of, the Sport than I have, I should stand very little chance of being one of the selected three whom you mention in your editorial. Yet I should like to spend my fortnight's vacation following an intensive course of gliding instruction. After all, there are motoring holidays, climbing holidays, golfing holidays, why not gliding holidays?

Are there no places in Britain where one can go and have a fortnight's instruction in gliding with no more outlay than is required for a fortnight of "wild life" at one of our seaside resorts.

(Signed) JUVENIS.

Mr. Kekwick's Reply.

Sir,—As, during their growth in the last twelve months, many Clubs have come up against serious problems in organisation, finance and training, which they have had to solve for themselves, often at the considerable expense of money and enthusiasm, it was thought that a Conference of Club Executives to discuss these problems, and to pool experiences would considerably strengthen the whole Gliding Club Movement in England.

The scope of the Conference is given by the enclosed suggested Agenda, and it is obvious that it is only necessary for each Club to ask their Secretary, Captain, and perhaps their Treasurer and Chairman to attend. This would *not* stop Gliding for any Club for that day—or if it did it would show how badly that particular Club wanted help.

CONFERENCE OF ALL BRITISH CLUBS.
(Affiliated or Non-Affiliated.)
SUGGESTED AGENDA.

10.30 a.m.—Address by E. C. Gordon England, Esq., "Gliding and the B.G.A. in relation to the British Gliding Movement."

11 a.m.—*Club Organisation and Finance.*
(1) Three or four ten-minute papers by the members of successful Clubs with reference to their own Clubs. To include papers from Clubs with high and low subscriptions.
(2) Discussion on above.

12 noon.—*Training.*
(1) Three or four ten-minute papers from members of successful Clubs, showing the safest, quickest and cheapest way of training.
(2) Discussion on above.

1 p.m.—3 p.m.—A United Lunch.

3 p.m.—*Co-operation between Clubs.*
(1) The purposes for which co-operation is necessary and the way for effecting it in the future.
(2) Discussion on above.

4 p.m.—Tea. Informal discussion and disperse.

We all want to glide. We all are impatient to soar. But we must put our houses in order so that we can attain our object, and the quickest way to do this is to help one another with the benefit of our experiences. Let the successful Clubs help the less successful. Let us sift out the best organisation and training methods at the Conference, so that we can go home and strengthen our own Clubs, and in so doing strengthen the whole of the British Gliding Movement.

Then we will stand the best chance of attaining our ideal, and helping others to attain theirs,—"to fly with the easy grace of a soaring bird."

Further, we don't want people to come to the Conference with grievances. I must definitely deny your statement that grievances are to be ventilated. It is neither my suggestion, nor the suggestion of those supporting me.

Finally, may I quote from your article?—". . . hardly a Club in the country is properly organised to cope with the members they have" and "a Conference of instructors to discuss standard methods of training and improve their own standard would be of much greater value."

(Signed) LESLIE O. KEKWICK.

[*We would ask those who intend to rush into print on this matter to refer again to our editorial and read it carefully in conjunction with this letter. Then it will be seen that it is not proposed to call a national conference of Clubs as we were originally informed at* 44A, *Dover Street, but merely of delegates. This would seem tantamount to admitting that the Council of the B.G.A. is not organised to cope with the problems Mr. Kekwick and his friends wish to discuss. If the Council of the B.G.A. does not afford Club executives an opportunity to discuss problems of organisation, finance, and training, for what does it exist?*—ED.]

Quite Right, Too.

Sir,—In the notice of the Southern Soarers' Club, printed in your last issue, I read an announcement that the Club will be organising a further meeting or display on next August Bank Holiday. In view of the fact that a Lyons Demonstration has already been planned and announced in your paper for the same date, and on a neighbouring site, surely this is a somewhat unfortunate action, and apart from the obvious evils of such competition which are bound to accrue, it is also surely an extremely bad advertisement for the Gliding Movement, in that it is bound to convey to the Public the idea that competition, rather than co-operation, is a basic factor within the Movement, and I write this in the hope that the parties concerned will get together at once and agree to support the originally announced meeting at Ditchling Beacon.

Before passing on, I should like to state that I am in no way connected with either of the Clubs concerned.

Arising out of this same topic, is it hoping too much that the B.G.A. will take action on this point, as does the Council of Light Aeroplane Clubs, and consider applications for dates from all its affiliated Clubs, and allot the "plums," such as Bank Holidays, in fair rotation and proportion, not merely to the first applicant.

(Signed) AUDAX.

[*With all of which we heartily agree. The idea of two meetings is ridiculous.*—ED.]

Mr. Bewsher Advances a Theory.

Sir,—As there will no doubt be many theories advanced regarding the crash of the R.F.D. Sailplane at Balsdean on Whit-Monday, may I put forward my own?

In this particular event each competitor was to try to obtain the fastest time round a figure-of-eight course, the machines to be launched up-wind towards the middle of the eight and to turn sharply across and down-wind immediately after leaving the catapult.

The application of full rudder at the moment of leaving the catapult not only turns the machine but also imparts to it a large turning momentum which causes it to continue turning after the rudder is straightened. This momentum must be overcome by opposite rudder, but as the air speed of the machine has by this time been greatly reduced owing to the turn and to the fact that it is now going down-wind* the effect of the rudder full over is many times less than when the machine was put into the first turn. It is quite probable that the air speed of the machine was only one-third of that when leaving the catapult, which would bring the rudder power to less than one-ninth if the machine were still turning due to the momentum aforesaid.

The space needed for the evolution was not available (apart from the need for space below an ordinary down-wind turn), though even so the machine was flying parallel to the rising ground when the barbed-wire fence on top of the ground stopped it.

It was a great pity, as the machine had gained first place in every event in which it had participated, and even got second in this unfortunate one.

Also, you may have heard that Mr. Reffel on Saturday put up on it the greatest duration for an English pilot on an English motorless machine, 1 hr. 40 mins., coming down because of darkness.

(Signed) J. BEWSHER
(*Designer of the R.F.D. Sailplane*).

[*This seems to be a very convincing explanation of how that excellent pilot, Captain Stratton, narrowly missed being blinded by the barbed-wire hedge. We would, however, like Mr. Bewsher to explain how the fact that the machine "is now going down-wind*" can affect its air speed or its momentum. This would seem to raise once again the old controversy about up- and down-wind turns. Surely it is now generally accepted that the direction of a horizontal wind has no effect on the air-speed of a machine.*—ED.]

Another Theory.

Sir,—Why did Captain Stratton crash? The following is not intended as a criticism of so able a pilot, who incidentally is my hon. instructor, but merely as an idea which may be of use in guiding lines of thought in the right direction. One was apt to notice in taking-off from that position a rather sharply defined area of lift near the brow of the hill.

Capt. Stratton in taking-off executed a very pretty right-hand banked turn, but unfortunately exposed his whole port wing to this lift, whilst his starboard wing was screened by the brow. In spite of hard opposite aileron control, this wing continued to lift, leaving the pilot the only choice of continuing his turn.

It was noticeable that he was able to flatten out when

away from these local conditions and before striking the fence.

If one could have been the wind coming up the hill, one would have only seen a hugh port wing exposed.

This effect was very greatly added to by the peculiar dihedral angle of the wing extensions of this machine.

(Signed) E. BRAME.

Dorset Explains.

Sir,—In a recent issue you call attention to lack of information from Clubs for the previous week, and as we are one of the Clubs who have failed to report to you recently we feel that it is only right that we should explain that our silence has been due to extreme pressure of work, not in preparing for a Demonstration as may be the case with some other Clubs, but in preparing for our Whitsun Camp.

By the time this letter reaches you we expect to have pitched our Camp at Maiden Newton and anticipate an attendance of some 15 enthusiasts. Other Members who consider the weather still too cold for Camp will travel from surrounding districts daily.

It was hoped that we should have our secondary machine ready for Whitsun, but, as is usual in these matters, we underestimated the work involved and find it impossible to complete in time. This machine, as you may have heard, is a "Dorsling," utilising Prufling wings, which have been swept back to "embrace" the C.G. in a suitable manner, as the fuselage itself has been lengthened, and otherwise suitably modified from the Prufling machines. The "Dorsling" will have provision for auto-towing attachments and a chassis, and illustrations will be supplied to you at a later date.

The only machine which will be available for Whitsun is our own original R.F.D. Dagling with sundry improvements, such as wheeled chassis, spring-steel tail-skid, strengthened centre-section structure, and ballast weight-carriers on the nose to suit the light-weight Pupils.

During the last three or four weeks Members have been very busy doing what some of them term "hard labour," in removing a fence which lay in a very unfortunate position in the Valley at Maiden Newton, and which it was necessary, in the interests of safety, should be removed before the site could be considered really good. The work involved has been extensive, but if only the weather is kind enough at Whitsun our efforts will be repaid by some satisfactory gliding.

(Signed) V. S. GAUNT

(*Dorset Gliding Club*:
Chairman of Technical Sub-Committee).

The Whitsun Inter-Club Contest.

Sir,—May I ask for the hospitality of your columns to express my gratitude to all those ladies and gentlemen (both "gliders" and non-"gliders") who helped in the very many and effective ways they did to make the Meeting, in the considered opinion of those qualified to judge, a great success.

It is almost invidious to mention names in particular, but we are especially indebted to Mrs. S. Richardson, Mrs. C. Simmons, Mr. G. L. Beardmore and Mr. R. F. Dagnall for their generous contributions to the Prize Fund; to Mr. J. L. R. Waplington for his support officially as representing the B.G.A. and personally for all the hard work he put in on the field; to Messrs. King Smith and Lawford for their heroic efforts all through the meeting in retrieving machines from the dim distance with their special Trojans; and to all the various clubs and individual competitors for their splendid support and co-operation throughout the meeting.

To Miss Lippens and Herr Kronfeld we tender our sincere thanks for the honour paid, and the encouragement given, by them in attending and flying at the Meeting; and not the least gratifying to me personally is the knowledge that both they and the British experts who were present are agreed that the meeting did show that some considerable measure of progress has been made since the previous meeting in our district last October, in both the general acquisition of "air-mindedness" and the standard of flying.

My best thanks to all for their very kind congratulations and messages of encouragement.

(Signed) A. YORK BRAMBLE

(*Organising Secretary*).

NEWS FROM THE CLUBS.

THE CHANNEL GLIDING CLUB.

On May 23 Mr. Turner, accompanied by three junior members, journeyed to Balsdean, taking with them the B.A.C. IV and the R.F.D. They arrived late and spent the evening in installing themselves in their tent, and in helping Mlle. Lippens to extricate her car. In this attempt they were unsuccessful and the car had to remain out all night. Mlle. Lippens, who is a member of C.G.C., on this occasion soared in her Professor for one hour two minutes, thus adding nearly half an hour to her own record.

On Whit Sunday several members arrived at Balsdean just in time to encounter a storm which gave promise of a thoroughly unhappy day. However, it cleared up by noon, and we were able to fly in the spot landing competition. In this, unfortunately, we were unsuccessful. In the afternoon Mr. Turner flew the B.A.C. IV in the competition for intermediate machines. This machine was also flown by Mr. Lowe-Wylde on behalf of the Kent Gliding Club.

After the competitions were over, we were determined that the opportunity of using so splendid a site should not be allowed to pass. We carried on flying, therefore, until 8.45 p.m., with the result that Messrs. Mason and Snell qualified for their "A's" with flights of 55 and 40 3/5 secs. respectively. Mr. Manuel made the two qualifying flights for his "B" with 49 secs. and 51 secs. Mr. Whitnall made his with 49 secs. and 53 3/5 secs. Mr. Francis made one qualifying flight of 45 1/5 secs. It is interesting to note that every flight made during the afternoon by C.G.C. pilots exceeded 30 secs. Here truly is a real "A" site.

We should like to take this opportunity of thanking the Imperial College Gliding Club for so kindly lending us their trolley. We can assure them that it was much appreciated.

During the afternoon a very distinguished company was entertained to tea in the C.G.C. tent. We were honoured with the presence of Mlle. Lippens, Herr Kronfeld, Mr. Waplington, and Capt. Latimer Needham.

We returned to Folkestone feeling that the day had been well spent; leaving Mr. Turner and the three juniors to keep the C.G.C. flag flying on Whit Monday.—[*Which they did, Mr. Turner collecting various prizes, as detailed elsewhere.*—ED.]

THE ILKLEY AND DISTRICT GLIDING CLUB.

During Whitsun we held a demonstration in conjunction with Messrs. J. Lyons and Co. Ltd.

We seemed to be "dogged" with bad luck throughout the week-end. On the first day the wind was absolutely in the adverse direction and it was impossible to launch either the *Cloud Yacht* or the *Falke*. We did, however, have one flight in a Dixon type of glider. On the Sunday we had nothing but rain all day and we decided to "wash out" the proceedings for that day.

On Whit Monday, our third and last day, we had beautiful weather in the morning and a favourable wind. The Ilkley Gliding Club had their two machines on the ground rigged before lunch. The Bradford Club assembled their machine by two thirty and the Leeds Club arrived about three o'clock. Unfortunately the Furness Club were not able to come over again with their machine, but several of their members were present, as were members of the Cononley Club (also without machine). Everything pointed to a very successful day.

The *Westpreussen* was launched with Herr Krause in the cockpit at about 2.45 and climbed beautifully up to about two-fifty feet above his starting point. He flew up the valley and did a fine flat turn, returning over the heads of the crowd at about two hundred feet. Then he developed a spin and dived to the ground half-way down the hill. Fortunately Herr Krause was not seriously hurt, but the machine was wrecked. Krause was advised not to fly again that day and was taken back to his hotel to rest. That was a great disadvantage to the success of the Meeting as we had lost our star turn. However, we were very thankful that the pilot was not seriously injured.

It rested then with the members of the various Clubs to do their best to entertain the public. I think that they were successful in this as several flights were made from the crest of the hill to the fields below by members of the Ilkley, Bradford and Leeds Clubs, all on primary machines. Music and talks from the Lyons' loud-speakers and tea from the tea car all helped to make the afternoon very entertaining.

However, we soon learned that our misfortunes were not over. H. S. Crabtree, after a good flight down the hill, was testing the Ilkley Club's new machine when something happened. It was over before we realised it. Having been launched for a short test flight on the level two or three times Mr. Crabtree was catapulted off and then the machine turned completely over on one wing-tip. Mr. Crabtree jumped clear and was not hurt. This was immediately followed by a thunder storm and the proceedings were held up for some time. Another flight was made in the Bradford glider and it was brought back to the top of the hill. Apparently it was left for a second to its own destiny and decided that it would be the third accident. The wind lifted it up and crashed it on one wing before it could be saved. The Leeds Club then had one flight and succeeded in getting their machine home safely.

Your readers will see that this was a very disastrous afternoon. Mingled with periodic thunder storms and gales of fifty miles an hour conditions were not all they might have been. However, everybody seemed in the best of spirits and the spectators must have felt that they had seen plenty of thrills.

I want to thank firstly all the Clubs who helped the Ilkley Club at this demonstration and particularly amongst those Clubs I want to mention the Furness Gliding Club, who set off at four o'clock on Sunday morning and travelled for five hours through continuous rain with their glider only to find that there was to be no meeting that day. They must be very keen enthusiasts and are to be congratulated. We were only too sorry that we could not have saved them disappointment. I want to thank the Leeds and Bradford Clubs for their entertaining flights and the members of the Ilkley Club who have worked so hard to ensure that the demonstration should be a success. Last but not least I want to thank, through your

paper, Messrs. J. Lyons and Co. for their efforts and assistance. This demonstration was sponsored by them and Mr. Woolf and his staff have been untiring in their efforts. They must be very disappointed with the results of our Meeting, but weather conditions cannot be controlled or things would have been very different. However, I wish to assure them that they are doing the Gliding Movement a tremendous amount of good and that my Club do appreciate all they have done. I hope that they will be more successful in their future demonstrations.

WILLIAM E. DINSDALE
(Chairman of The Ilkley and District Gliding Club).

THE LONDON GLIDING CLUB.

Unfortunately weather conditions have been far from favourable of late, but there has nevertheless been an encouraging amount of flying done. On May 10 an extremely interesting flight of approximately one hour was made by Mr. Buxton on the Professor. Although the machine was flown back to the starting point, the flight might well be included in the category of cross-country flying, as Mr. Buxton flew for some five miles away over Whipsnade and Dagnall. A considerable number of training flights were also made.

During the week-end, May 16-17, unpleasant weather conditions continued, and flying was impossible owing to rain on Saturday. On Sunday there was almost a flat calm, but no less than five machines were in operation, and Mr. Cornell is to be congratulated on qualifying for his "A." Messrs. Rutherford, Slater, Richardson and Miss Nichol all completed their 45 secs. qualifying flights for their "B" Certificates. These tests were made on the R.F.D. A.T.1 and the Zogling was devoted to elementary training. The Prufling was kept busy by another group for elementary soaring practice.

Some excellent flights were made in the *Scud*, which was flown by Messrs. Mole, Petre, Smith and Alan (the two last both being Club trained *ab initio* pilots). Messrs. Buxton, Mole and Petre also flew the Professor, which was busy throughout the day.

During the afternoon Mr. Winston Churchill, the English politician and not the American writer, visited the Club and expressed his interest in the Club's activities.

The Club Stand at the recent Glider Exhibition created considerable interest, and a very large number of queries were answered. It is also interesting to record that no less than three of the seven machines on show at the Exhibition belonged to Club members.

During Whitsuntide flying was curtailed somewhat by extremely adverse weather conditions, but in spite of this there was an excellent turn-out of members and consequently considerable activity. On May 22 (Friday) the instructional group was hard at work and did not cease activity until dark. On May 23 there was almost incessant rain, so activity was concentrated on putting the finishing touches to Mr. Hiscox's *Hols der Teufel*, the construction of which has just been completed by a group of members. The rain continued almost incessantly until mid-day on May 24, when conditions improved considerably, although the wind continued in the wrong quarter.

In spite of this, however, Major H. Petre, one of the Club's keenest members, took off from the top of the hill when the wind was blowing parallel to the hillside and after losing considerable height gradually worked his way to the top once more and soared with great skill for 3 hrs. 28 min. 5 secs., when conditions became even worse and he was compelled to land. The flight was one of the most interesting which has been made on the Dunstable site as it was made under such adverse conditions and should certainly not be included in the usual category of duration flights. Major Petre is to be congratulated on breaking the long-standing duration record made by M. Maneyrol in 1922 at Itford. The Prufling was also in use during Major Petre's flight.

May 25 was a glorious day, but still with wrong wind direction, but four additional members were launched for the first time on the Professor and all put up a very creditable performance. In addition the two primary training machines were kept hard at work throughout the day. We also had much pleasure in welcoming parties of members from the Midland and Essex Gliding Clubs.

On Sunday, June 7, Mr. Lowe-Wylde will be giving joy-rides of *soaring* auto-towing on our site in his highly-successful two-seater sailplane and, weather permitting, it is hoped to arrange for a number of other interesting demonstrations. Admission is free and we shall be delighted to welcome everyone who cares to come along. For the convenience of aerial visitors a large licensed aerodrome is now available some 300 yrds. to the N.E. of the Club hangar and gliding ground.

Further particulars can be obtained from the Secretary, The London Gliding Club, Empire House, St. Martins-le-Grand, E.C.1.

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

The Sailplane Club spent Whitsun a-wing, in a leisurely way which left one time to realise that there is something about the South Downs besides vertical currents. In the brilliant weather of Sunday afternoon and Monday a small group of Club members and some scores of spectators enjoyed the great air sport under something like ideal conditions. The advanced practice flights which were made on both days demonstrated that the standard of training in the Club is particularly high, and a crop of "A" flights are only a matter of suitable wind direction. Several members stayed at Smalldole over the week-end and others at the Brambor Castle Hotel, which has become local headquarters.

Members and prospective members are asked to note that there is now a United Services Motor Coach Service running every Sunday from Victoria to Brambor Castle Hotel, a short walk from the ground. The day return is 5s. or a period return (week-end or longer) 7s. 6d. This coach runs via Tooting, Epsom, Dorking and Horsham.

Illustrated pocket prospectuses complete with road map are available to prospective members and may be obtained from E. G. Smettem, Hon. Sec., 2, Wine Office Court, Fleet Street, E.C.4. The subscription is £3 3s. per annum.

THE SOUTHDOWN SKYSAILING CLUB.

Whitsuntide passed off quietly at Ditchling Beacon as most of our members were at Rottingdean attending the Gliding Rally.

A few members met at the flying ground on Sunday and in spite of the boisterous weather in the morning a number of successful flights were made. In the afternoon some very good primary training was carried out. About 30 flights in all. A very definite improvement on the part of several *ab initios* was noted.

We are all looking forward to Aug. 1, 2 and 3, when our Annual Flying Meeting will be held. The Lyons Tea people's demonstration is attending, and we have been promised the support of several Clubs and manufacturers. Several competitions are being organised in connection with the meeting, and we cordially invite all Clubs, private owners and manufacturers to attend and take part in the proceedings. Storage is available for a number of machines.

We also extend a very cordial invitation to all Gliding enthusiasts to make use of our ground at any time. This invitation includes Clubs, private owners and manufacturers. Members will be only too pleased to assist in rigging, launching and returning machines. There will be no charge for short periods.

Full particulars of membership (which includes provisions for temporary day membership) and other information from The Hon. Secretary, Grand Hotel, Brighton.

THE ULSTER GLIDING AND AVIATION CLUB.

This Club was launched by four enthusiasts nearly a year ago, but, owing to various causes, our first active meeting was not held until March. Since then we have held thirteen meetings. The Club machine is a Reynard, and we are arranging to have another primary built by a local firm. A third is in course of construction by a group of members. The absence of flat ground and experienced instructors has ruled out auto-towing.

We were lucky in that a member of the London Club came to reside in Belfast shortly before our opening meeting, and he has been invaluable in telling, and showing, us how things should be done. We also have a genius who provides us each week with a new labour-saving device. His release gear appears to be as good as any produced yet. Certainly it has never caused the slightest trouble, and, being worked from the wing-tip, needs no extra hand. He has made us a trailer in which each wing is supported on its two bolts at the root-end and on a special fitting to the skid socket at the tip. This three-point suspension appears to us to eliminate strain and friction.

On May 16-17 ten of us crossed over to England to spend a most interesting day with the Preston Gliding Club on the occasion of Lyons' Tea Demonstration at Beacon Fell. We would like to record our appreciation of the friendliness with which our hosts received us. We were made honorary members of the Preston Club for the day, and did our best to earn the honour. This was the first opportunity that most of us had had of visiting another Club, and we learnt a great deal.

Our day was made the more interesting by the courtesy of Lyons' staff in allowing us to do a good deal of the rigging and handling of the *Falke*, and by their unfailing kindness and willingness to answer questions. We hope to persuade Mr. Woolf to bring his outfit over to this country at the end of the season, as we feel that such a demonstration is just what is required to give the necessary fillip to the Gliding Movement in Northern Ireland.

Our Club generally meets on Saturday afternoons, and Wednesday evenings, at Holestone, Doagh, Co. Antrim, but latest information is to be had from Mr. S. Hanna, 17, Royal Avenue, Belfast (Tel.: Belfast 5327).

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