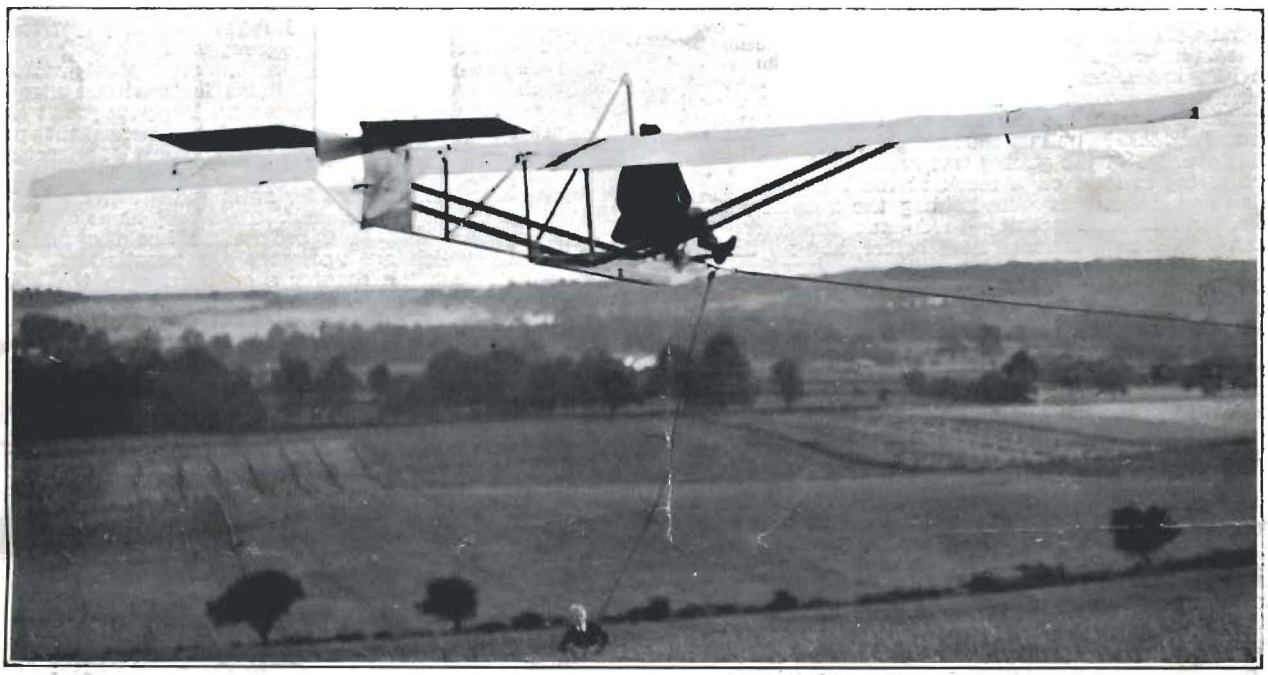
Sept. 26, 1930. Vol. 1. No. 4.

THE SAILPLANE AND GLIDER

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The new Lowe Wylde training machine which is strut-braced for ease of erection. The cabane is to save the pilot's head if the machine turns over in a crash.

ON SITES AND OTHER MATTERS.

The wind bloweth where it listeth and in that biblical observation is contained a fact which may yet prove the undoing of the whole Gliding Movement. Wind may be regarded as essential to soaring, for in the whole of Europe the pilots who can soar among the cloud-currents are to be counted on the fingers of one hand and there is probably only one who can make use of the currents that are thermal in origin.

Not only must we have wind, but we must have the wind that suits our site. We had an instance of this last Sunday when the Kent Club put up quite a party in spite of the weather. A number of visiting pilots flew over in power-machines and filled in the programme between the gliding events, which frankly were not calculated to impress the uninformed onlooker.

But any chances of impressing the onlooker were spoilt

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when the wind decided to blow from the quarter it did, which was probably West with a dash of North in it, for there were no available up-currents and so no chance of keeping the primary-training types up beyond their allotted span of 20 seconds. This meant that the wind instead of blowing up the slope swept slantwise along it and actually at the top formed an eddy which carried one performer at right angles to his intended path in spite of his efforts to keep the nose in the wind. The result of this was a sideways landing which successfully prevented the machine from flying again.

This was to be deplored because Corporal Manuel had built an interesting primary-training machine with a special wing-section and light loading. The machine had a very low flying speed, apparently much less than the wind which was blowing, and that was one of the reasons for its queer crab-like progression. We think that if this machine is to be used for training it should have a much stronger skid.

While we are criticising we would say that we could see no justification for the use of such a terrifically long launching-rope and suspect that much energy was lost in its own internal friction. Further, at every launch the launching team ran at so wide an angle that even when the rope came off the hook it was still stretched and hit the ground with a bang. This is bad.

The launching site could probably have been further up the hill, but it may have been put where it was, anticipating a South-westerly wind and as the Kent Club had been working since the dawn we can understand that there was no time left to pull up the hurdles and re-arrange them.

The average of the gliding was much better when people were trying to land on a mark at the bottom of the hill. This was because they were holding the nose of the glider down. An important thing to do and the necessity for which has been mentioned here before, and no doubt will be again.

A glider, whether of the primary type, or the intermediate type, or the soaring type, has the best ratio of lift to drag at some small angle of incidence. To sink at its lowest speed the machine must be flown at this angle to the relative direction of the wind. This also means that the machine is travelling forward at quite a high speed, but the forward speed is of no importance, the sinking-speed alone matters. To gain height you have to travel through a belt of rising air at your lowest sinking-speed. You do not have to lose all forward speed and put the hearts of the onlookers in their mouths or wherever that organ is put when a crash seems imminent.

But in spite of these remarks, which are meant to help and show the lessons to be learnt from the meeting, the Kent Club are to be congratulated. The parking of the cars appeared to be admirable, the visiting aircraft were in the charge of Flt. Lt. Crawford, and the feeding arrangements were admirable. We must congratulate the *Kentish Express* on the fine Cup they have given for competition. The meeting owed much to the visit of two Service pilots from Eastchurch who put up a really excellent aerobatic show, and that on a Sunday, also to the co-operation of the visiting private-owners. An account of the meeting will be found in its proper place.

THIS QUESTION OF SITES.

The horrible habit the wind has of blowing where it listeth, forces the ideal site to have slopes of the right calibre for soaring in all winds and such sites are hard to find. If you do find them it is a hundred to one that the owner does not or cannot love gliders and you cannot rent the ground.

Certain people have realised from the start that on the finding and acquiring of grounds for gliding, or rather for soaring, lies the whole future of gliding and soaring in Great Britain. We suspect one reason, and probably the main reason, for the rush to towed-gliding in the United States is because of the difficulty of getting good soaring terrain. Are we going the same bad way or are we going to get sites?

In these early days the problem is not receiving the attention it should. Clubs are waging their own private battles, and if they lose as often they must, then only the club knows about it. They go away and hide their hurts in working really hard at training *ab initios* on a gentle slope. That is another reason why we do not hear much about the question of sites.

Everyone has found that to get the best results one must train on gentle slopes which fall away at something approaching the gliding angle of a Zogling. You can find these and even find them close to London. What you cannot find is a good, open hill about 200 feet above the surrounding country open in a fan-shaped direction half a mile wide and half a mile deep, with the prevailing wind blowing up the middle of the fan. This is what you want for getting an "A" and "B" licence.

Of course, to be ideal you want a site with these conditions all the way round. But here you must be very careful. A knoll looks just the thing, but it is all wrong if there is the slightest breath of wind blowing. The wind spills all round the cone and the most vile eddies result.

Elsewhere there is a short note by "KENTIGERN" about eddies, and this is full of the most stimulating observation. If all glider-pilots, and those also who aspire to that state, would absorb this information and then start to find out some more, we should begin to avoid these queer crashes where quite good pilots get forced into the ground with consequent expensive damage.

A good site for the first two certificates will also do for soaring, but one really wants a line of hills along which the machine can be flown. Such sites are obviously limited by the number of ranges in England and there are not many. When you come to explore them you find that there are trees and hedges in the way. Local obstructions are not of outstanding importance to sailplanes, unless they are being landed. Woods are detrimental because of their effect on the air currents.

We see then that the possible sites are reduced to a few. So few that we dare to suggest that there are not enough soaring sites, at the rate of one a head for each of the sixty clubs or more that are forming throughout the country. We doubt whether the dire import of this has been fully realised. All these enthusiasts may get to the "B" stage, but how are they going on?

Are we going to see amalgamation after amalgamation? Will club join club until each of the few available sites has been overcrowded? This seems the likely way out with the proviso that clubs will have their component parts retaining their individuality by keeping on instructional work at local sites.

In any case there is need for swift and effective action by the *British Gliding Association*. That body alone can claim to be impartial and that body alone has the authority and dignity which are necessary for negotiation. Local clubs throughout the country should write to the B.G.A. sending a list of potential sites and the chances of acquiring them. The B.G.A. should inspect them and if it approves them should try and get an option on the site. It should in fact corner all the possible sites, or at least as it does not exist for profiteering, it should have all the possible sites tabulated so that we shall know as soon as possible how few sites there are and where they are.

We have no doubt that on this question of sites hangs the whole future of the Gliding Movement; if some dozen good sites can be obtained at a reasonable price there is hope, if not, there seems a certainty that local enthusiasm must dwindle, finally to ebb right away.

MISS AMY JOHNSON.

The Council of the *British Gliding Association* have asked Miss Amy Johnson to become a Vice-President of the Association in recognition of her achievement of flying alone to Australia. Miss Johnson has expressed her appreciation and also her determination to do all she can to further the progress of the Gliding Movement.

GLIDING IN CANADA.

A number of Gliding Clubs have been formed in Canada and, according to *Canadian Aviation*, which is the official publication of the Aviation League of Canada, regulations for governing Gliding are likely to be drawn up in the near future by the Civil Aviation Department at Ottawa.

The Aviation League of Canada has formed a Glider Division to which such Clubs can become affiliated. The Clubs would then be organised under a central authority which could discuss rules and regulations with the Department.

GLIDING FATALITIES IN AMERICA.

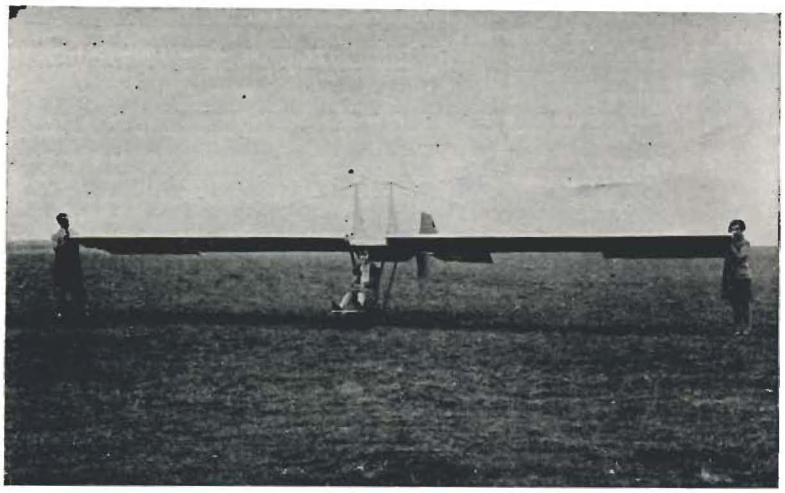
There is a deal of difference between flying a glider and flying a power-machine as people in this country are beginning to discover. The process of finding this out in the United States has been extremely costly. In the year which ended June 30 there were eleven fatal glider accidents in the United States and the majority of them were power-pilots of long experience, some of whom held the American Transport Pilot's licence, which requires a considerably higher standard than our "B" licence for power-pilots.

NOW THEN MANUFACTURERS!

The Dorset Gliding Club are thinking of buying a secondary glider. We wonder whether when the Club eventually makes up its mind we shall see a British-built and designed machine as their choice.

GOOD PHOTOGRAPHIC SERVICE.

The excellent pictures of the British Aircraft Company's machines on the front page and inside were taken by Mr. Evernden, of 116, West Street, Faversham. THE SAILPLANE wishes to thank Mr. Evernden for allowing them to use these pictures and would like to say that if anyone wants a good picture Mr. Evernden is the man to take it.



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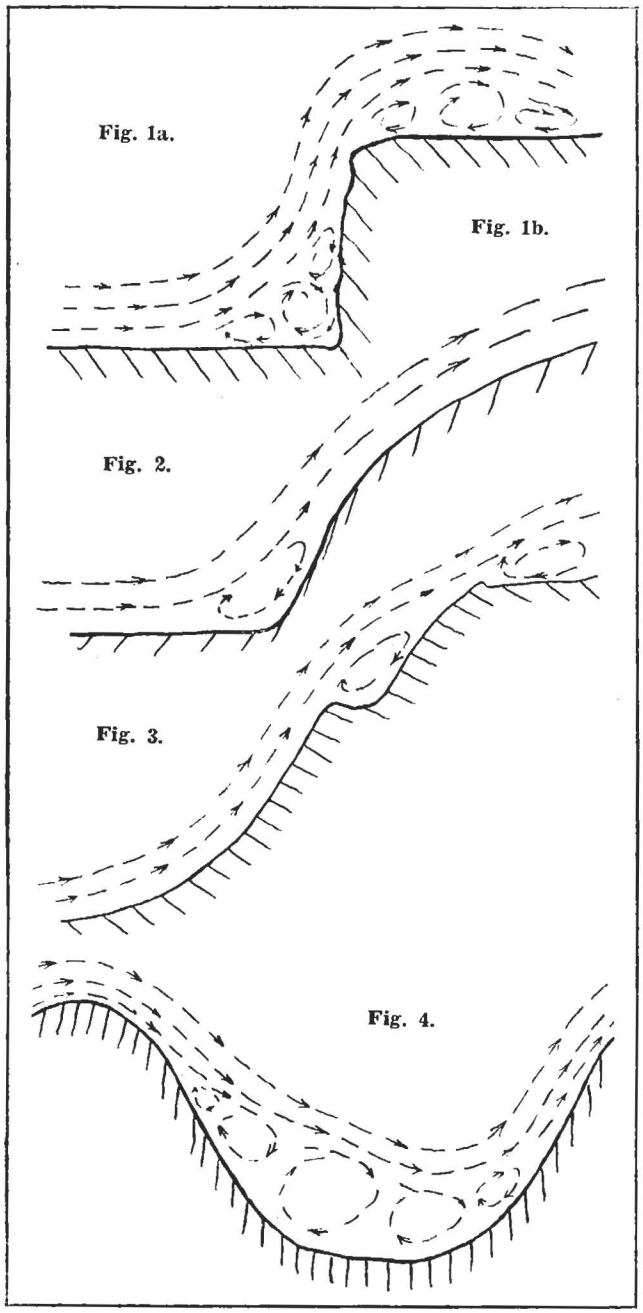
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EDDIES.

Little has appeared in England about eddies, so what follows may be useful.

Often there are eddies in which the wind makes a complete circle like a whirlpool; but in less extreme cases the effect may only be that the eddy, superimposed on the general airflow, causes a great change in the air-velocity at one place.



Many hills are of a shape to make eddies that may cause difficulties to soaring craft. Without experience it is difficult to appreciate how far eddies in air may extend from the obstruction that causes them.

Eddies on a slope facing the wind may be expected at the bottom of a cliff (Fig. 1a) or of a steep hill (Fig. 2). A ridge on the slope of a hill has a similar effect (Fig. 3), and it may be necessary to soar well away from a slope having that feature. If the wind is not blowing square to the slope, the wind in an eddy may be found to be almost straight along the hill.

At the top of a cliff (Fig. 1b) or on a hill with an abrupt change of slope at the top, there is likely to be an eddy. There was an example of this, I believe, at Scarborough, where Herr Kronfeld had a slight crash. Herr Kronfeld said that he had to take-off in a slight tailwind. At Itford, the wind blowing up the slope was very much greater than the wind at the top.

On a lee slope there are likely to be many more eddies, as is common knowledge, than on a weather slope. This is clear when one considers that the air has to be deflected over the hill to avoid eddies. This case is not important in England at present because few people are likely to try to soar on a lee slope; except that a hill that forms one side of a valley (Fig. 4) may be found never to have good soaring qualities and to be very tricky near the bottom.

The sketches to these notes are not meant to be accurate diagrams and the reader who tries to apply them will probably get queer results. An exploration of the hill with smoke, or toy balloons, or a handkerchief on a long stick is likely to give valuable information by which accidents may be avoided. The wind speed should be noted as well as the direction, for a change of ten miles an hour due to the shape of the ground, may mean, unless the pilot is forewarned, some loss of height.

The most expensive way to map a hill is to find the bad spots by crashes. On the other hand, an experienced soaring pilot should be able to see the chief difficulties by looking at the place.—" KENTIGERN."

BUILDING GLIDERS IN SCHOOL.

Most readers of THE SAILPLANE will wish that they had had the chance of building gliders during school or at least during term-time. Young America seems more fortunate and according to the *Monitor*, which is the well-known newspaper of the Christian Scientists, one high-school class in San Diego has built six primary gliders, three secondary types and three "soarers." We are not told how all these machines fared and whether the pupils who are taught construction are taught pilotage as well.

This information does show however that the local authorities in California believe in teaching the young idea and a similar start would be welcomed over here. There seems a chance for Clubs to have junior members who could be made useful in their constructional section under proper tuition.

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CORRESPONDENCE.

United We Stand.

Sir,—I shall be grateful if you could spare space for comment from me on the letter you published in your issue of Sept. 12, from Mr. F. L. Gosling (Chairman) of the *Association of Northern Gliding Clubs.*

I am more than delighted that I can concur so fully with his opening paragraph, you are to be congratulated most heartily on THE SAILPLANE AND GLIDER, and I trust you will have the success your courageous effort deserves.

Beyond this point I find myself in disagreement with him on the value of the move some of the Northern clubs have taken in forming the A.N.G.C.

I have before me a copy of their "objects," and from this I learn that it is intended that the A.N.G.C. shall "promote the development of gliding and soaring in the North and protect the interests of the Northern Clubs."

Reading further we learn that this is to be accomplished by:—(a) starting public subscriptions for a special Hangar fund, (b) purchasing one or more sailplanes for joint use of the clubs, (c) holding a joint sailplane meeting next spring, (d) collecting and distributing data and drawings of gliders and sailplanes, (e) ordering collectively materials for construction and repairs, (f) and finally they are to "resist attempts that have been made to foist absolutely unnecessary restrictions on the sport."

Now I would ask Mr. Gosling how he reconciles these statements with that contained in his letter, that "one of the main points is to keep the cost of gliding down to the lowest minimum."

Is it conceivable that this worthy end, to which the B.G.A. subscribes fully, will be served by a duplication of functions and machinery of the B.G.A, by the A.N.G.C.? For if these resolutions quoted above mean anything, they mean that.

Mr. Gosling goes on to say that "I fully agree that there can only be one central organisation . . . . for airworthiness . . . ." but one must take into consideration his remark that "It is quite true of course . . . . that we do not see quite eye to eye with the B.G.A.," and here I must also refer to an obviously inspired article in the *Yorkshire Post* reporting on the formation of the A.N.G.C., "One bone of contention is the fact that the B.G.A. demand that every glider used by a club affiliated to them must have a certificate of airworthiness.'

Surely Mr. Gosling and the A.N.G.C. do not suggest that the B.G.A. are wrong in protecting the lives of club members by insisting that machines used shall at least be reasonably safe and suitable for their purpose.

One gets the clear impression from Mr. Gosling's letter that he does not understand the B.G.A. regulations on airworthiness, the cost, or the method of inspection, and it is perhaps not unfair to suggest that he is not alone in the A.N.G.C. in this state of ignorance.

I think it would be fair to say that the sole reason for the formation of the A.N.G.C. is the very proper local pride of those concerned, coupled with a lack of knowledge of the facts about the activities of the B.G.A.

When I was in Yorkshire in July I met the Hon. Secretary (*pro tem.*), and I took great pains to acquaint him of *facts.*

May I appeal to those of the A.N.G.C. to stop and consider what they have undertaken to do, and may I ask them if they have any real idea of what is involved in carrying out their objects, have they, for instance, budgeted the cost of carrying their plans into effect?

Directly I heard that it was proposed to form the A.N.G.C. I offered to attend their meeting with Mr. Waplington and to place before them any facts they might care to have and to try and sympathetically understand their special problems if there were any. We were, however, advised that we could not attend the meeting. Thus it can never be said that the B.G.A. denied them information which would have enabled them to come to right decisions.

I have no doubt at all that those who have launched the A.N.G.C. are as sincere in their wish to do all that they can to promote the Gliding as are the members of the B.G.A. But they are about to do a disservice to themselves and the whole Movement: to themselves because of the heavy financial charge they will make on their members for no practical return; to the Movement by suggesting a lack of unity in the Movement itself and so destroying Public and Government confidence in the Gliding Movement.

My practical suggestion is that those clubs forming the A.N.G.C. affiliate at once to the B.G.A. and appoint their delegates upon its Council and they will then have a voice in its direction and will become acquainted in a practical way with the vast amount of work that is being done by the B.G.A. for the benefit of the clubs in the Gliding Movement.

In conclusion, may I remind your readers that the policy of the B.G.A. is dictated and directed by the clubs as they form its management. So the B.G.A. expresses the policy desired by the clubs for their own welfare.

(Signed) E. C. GORDON ENGLAND
Chairman of the B.G.A.

The Northern Point of View.

Sir,—Please excuse me for not having written to you before to congratulate you on the birth of THE SAILPLANE, the fact that I have not done so simply means that I have been very busy and that things are beginning to move in the North at last.

I am afraid I have not read all THE SAILPLANE, there are so many publications about aviation now that one man simply cannot read everything. I do wish THE SAILPLANE was a monthly then it would give me a chance of reading it all, without missing out my old friend THE AEROPLANE.

I gather that there has been a certain amount of heartburning and fluttering of dovecots with regard to the formation of the *Association of Northern Gliding Clubs* and suppose much of this has been caused by inaccurate reports which have got into the papers. Your correspondent Mr. Dornan in particular seems to be basing his arguments on assumptions and inaccurate information. I have asked him to come to the next meeting of the Northern Clubs so that he may have a foundation on which to base his criticism which may then be of some value.

I shall never forget that in the early days of the light aeroplane movement three of us paid between £7 and £10 each to go all the way to Lympne to see the Light Aeroplane Competition. It would have been much better if we had built ourselves a glider instead.

The formation of a strong northern body will mean that we shall be able to manage some northern meetings which are really worth while and to a certain extent avoid fiascos caused by running public meetings with insufficient spare machines and on unsuitable sites.

The very successful visit to the Pennines by Herr Kronfeld and Herr Magersuppe was only made possible by the moral backing given by the Aircraft Club by other northern clubs and by vigorous personal representation of our members in the South.

As regards hangars and soaring sites it would seem to be a very much better plan for several clubs in a district to share one centre in the most convenient and best soaring country than go in for numerous sites, some of them from necessity in bad country. Each club however should have its own club-room or workshop actually in its town so that members can meet and repair or build their own machines whenever they have a few moments to spare. The local primary sites should also be close at hand.

It would be a terrible waste of time and money for the two dozen Northern Clubs to each send a representative to meetings in London. So instead the Council of Northern Clubs has decided to invite the B.G.A. to send its representative to the next meeting which will be held in Leeds on Oct. 25.

In the past the development of flying in the North has been neglected by the Powers-That-Be and flying has also been made quite impossible for the average man by unnecessary regulations, inspection and so on. I do not see any necessity for any regulations in the North at all at the moment. If however it should eventually prove that some were necessary it is suggested that they be as few as possible and then only brought into force in the North by a confirming vote of 80 per cent. of the Northern Gliding Clubs. The regulations would then carry some real weight.

The above are a few of the directions in which one thinks the *Association of Northern Gliding Clubs* can do good. One also thinks that the B.G.A. can do an immense amount of good in the collection, publication, and distribution of data, negotiations abroad and act generally as the provincial Clubs' representative with the big London Organisations, but the fact must be faced that the hills which provide the best soaring sites are in the North. We in the North will make visitors from the South most heartily welcome, but if anyone tries to place a halter round our necks or interferes with our freedom they will still find that they are up against one or two little difficulties which even the Roman Emperor did not overcome.

(Signed) ERIK T. W. ADDYMAN,
Secretary (pro tem.), A.N.G.C.

First our readers must remember that Herr Kronfeld was available to the Aircraft Club for exactly the same reason that he was available to any other affiliated Club. The B.G.A. were anxious that all their affiliated Clubs should have the advantage of a demonstration by such an expert

and they concentrated most of their Summer activities on arranging as many demonstrations as possible.

Secondly whatever difficulties the Roman Emperors may have had with the North and one seems to remember that the two walls across England were considerably further north than Mr. Addyman's district, it was the splitting up of the Roman Empire into divisions that dissolved it. The Emperors of the constituent parts warred against each other and as far as England was concerned eventually left the Wall so weak that the Picts and Scots and Vikings were able to harry the North of Mr. Addyman's letter.

Finally and most importantly we are able to visualise the position very clearly from Mr. Addyman's letter. We realise that he has made one mistake and one only. His constituent Clubs are weak, at any rate financially, so he has combined them into one which can afford an adequate site, adequate equipment and adequate hangar accommodation. This is not an Association but a properly organised Club. It should have been called the Northern Gliding Club. It would then have had to send but one member to the Council of the B.G.A. and would have enough money to follow out its schemes. There is nothing in Mr. Addyman's letter which proposes that his Association should do anything that a properly organised Club could not do.

The Sailplane is based on, and works for, a healthy Gliding Movement, we therefore welcome any scheme for strengthening the Northern Clubs. Let them amalgamate, let them retain local centres of instruction and construction, let them have a centralised soaring site (this is likely to be necessary in any case as explained in the editorial on Sites), but let them choose a name which shall not induce people to believe there are two bodies struggling to control the Science and Sport of Gliding. There is only one and Mr. Addyman recognises this.—Ed.

Another Point of View.

Sir,—While I do not wish to enter into any controversy regarding the formation of the *Association of Northern Gliding Clubs*, I do feel that it is necessary to reply to Mr. Dornan's letter.

He is apparently still under the false impression, which I endeavoured to clear up in my previous letter, that the A.N.G.C. are threatening the B.G.A. with various demands.

On the contrary, the points which have been raised by various clubs are to be discussed at a meeting to be held shortly with representatives of the B.G.A. with a view to settling any differences which might arise through misunderstanding. Mr. Dornan himself admits that close co-operation among the northern clubs will benefit the movement—well, that is just the object of the A.N.G.C.

I can quite foresee the development of the idea, and that other associations of clubs will be formed in different parts of the country, with the B.G.A. as the main central body controlling the clubs through the associations. Such a scheme would probably be much more economical in many ways for the individual clubs.

The district associations could very probably purchase and maintain sailplanes and hangars at suitable points for the use of those members of the clubs who are qualified to fly the advanced types, and thus enable the individual clubs to concentrate on elementary training. This would be of great assistance to those clubs whose finances are such that they are unable to purchase an efficient sailplane, but who could contribute towards the cost together with other clubs.

I sincerely hope that as many representatives of northern gliding clubs as possible will attend the meeting mentioned above, whether they are in sympathy with the ideas of the A.N.G.C. or not. I feel confident that nothing but good will result.

(Signed) Robert F. L. Gosling
Chairman (pro tem.) A.N.G.C.

From Evesham.

Sir,—I must apologise for not having sent a report at an earlier date, but I have been to no little trouble to make the existence of The Sailplane known to the members of my club, and I hope that the 50 or so introductions which I have given will result in as many regular readers.

The Sailplane is sure to succeed, and those of us who have the Gliding Movement at heart will look to it as our *vade mecum*, our storehouse of information, and (apologies to you) the place to bring our troubles and find cheery advice and abundant assistance, as we have found in the columns, and in the office, of your parent journal, The Aeroplane, in the course of the last twenty or so years.

Your editorial on the subject of tuition problems touches upon an important matter, and the very excellent article by "Kentigern" (whom I seem to have heard of before), outlines the task of gliding instruction in a sound and practical fashion. I have read the latest German and American contemporary work in this same connection, but they lack the sincerity which underlies your contributor's effort. I particularly appreciate and commend it, because every sentence carries the homily "slowly and safely."

To my many new friends in the many new clubs, good luck. If clubs want good guidance, let them stand firm by the *British Gliding Association*. Even if they cannot promptly meet its rapacious demands for the sinews of war.

Gliding is the most important thing, and, if properly handled, will lead to a deeper insight into our problems, than anything which has occupied our attention in the last quarter of a century. The National and International aspects will not permit of a house divided against itself. We followed Sir Sefton Brancker and Sir John Salmond against a common enemy, so surely we can trust them with the guidance of our domestic affairs.

(Signed) Horace C. Wright
Instructor, North Cotswold Gliding Club.

Why Zogling?

Sir,—Herewith, a diffident suggestion that we should find new terms to replace the German words Zögling, Prufling and Professor. I feel we have honoured the German Gliding enthusiasts enough by adopting their advice and that it would not be a "slight" to them to introduce names for Glider "types" in our own language.

These names should be very carefully selected to ensure that they clearly define the nature and limitations of the craft to which they apply.

I hesitate in offering a selection and hope that you will be good enough to allow the opinions of readers of The Sailplane to be expressed in your very excellent paper, so that really adequate names may be chosen.

My selection, as the sporting papers say, is as follows:—
Zögling—Fledgling.
Prüfling—Gull.
Professor—Eagle.

I am looking forward to many more copies of The Sailplane and wish you very good luck in your enterprise.

(Signed) Charles Crawford.

Airworthiness Fees.

Sir,—May I suggest that you publish the details of regulations and fees governing the issue of Certificates of Airworthiness? I feel sure some participants-to-be of the new sport (quite a number naturally regard the new movement as a sport only) will receive a shock when they find out what they will have to find in £ s. d. for a certificate of airworthiness; I did.

In my own humble opinion the fees are far too high for the majority of people whom gliding and soaring will attract, and if they are not airminded will result in driving a lot out of the game. Also, may I express the opinion that it is rather early to tie the movement up with red tape.

I appreciate that control in certain directions is necessary, but I do think that encouragement should be given to experimenters of small means, and the high fees demanded at present are very discouraging. For a non-member of the B.G.A., the initial airworthy fee would represent, I should estimate, 25% of the cost of building a machine. I would like to know whether one may obtain a pilot's "ticket" on a machine that has no Certificate of Airworthiness?

In conclusion, I wish The Sailplane, which I enjoy, the great success it deserves, for being a pioneer effort.

(Signed) T. Key.

Appreciation.

Dear Sirs,—Congratulations on your enterprise, and best wishes for the success of The Sailplane and Glider.

(Signed) A. P. Thurston.

AN IMPROVED PRICE-PERFORMANCE RATIO.

In The Sailplane for Sept. 19 a description of the Wagener Pirate was given and the price was quoted as £92 10s. delivered. This is incorrect as the price is even lower. The Pirate is now quoted £84 15s. ex wharf London or other port. We are glad to be able to make this correction.

There is special interest in these figures now that the news comes through from Germany that intermediate types like the Falke, Hols der Teufel, and similar low-wind-sailing machines are used for gaining "C" licences. This means that Clubs need not view the future with apprehension nor need individual enthusiasts look forward to flying sailplanes of the Professor type. Years of experience are needed before one can hope to cope with a machine like the Professor adequately.

NEWS FROM THE CLUBS.

MUCH BETTER.

Club Secretaries are pulling their socks up and we are beginning to get news from the Clubs. This is much better and we are very pleased. Clubs are reminded that photographs and descriptions of any gadgets they may have found useful are welcome and should be sent to 175, Piccadilly, by Tuesday every week, for publication in the subsequent issue. All matter is preferred typewritten and should be double-spaced.

WHERE GLIDING CAN BE SEEN.

Beds.—The Bedford Gliding and Flying Club. Week-ends at Wilstead Hill, 5 miles from Bedford on Bedford—Luton road.

Bucks.—London Gliding Club. Week-ends on Dunstable—Ivinghoe road, 1 mile from Dunstable.

Kent.—Channel Gliding Club. Week-ends above Folkestone, close to Dover road.

Kent.—Kent Gliding Club. Week-ends above Lenham, on the Maidstone—Ashford road.

Oxon.—Oxford and County Gliding Club. Sept. 27 and 28 at Ibstone, near Stokenchurch.

Somerset.—Dorset Gliding Club. Week-ends at Westland Aircraft Works, Yeovil.

Surrey.—Surrey Gliding Club. Every week-end, if weather permits, at Lockner Farm, Chilworth, near Guildford. Saturday 3 p.m. to sunset, Sunday 10 a.m. to sunset.

Sussex.—Sailplane Club of T.M.A.C. Smalldole, near Steyning.

Worcs.—North Cotswold Gliding Club. Fish Hill, above Broadway Village.

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

THE MEETING AT LENHAM.

On Sept. 21 the Kent and Channel Gliding Clubs agreed to have a battle. The London Club were there in snappy "flieger" coatings of bright blue and rather diminished strength, but they had to remain neutral. As 75 per cent. of the competing machines were smashed this was probably as well or the damage might have gone up to the hundred mark.

The Kent Gliding Club have certainly shown the Gliding World how, and there seems some doubt as to whether other clubs will be able to keep the pace. The occasion was more than a vulgar struggle by two clubs for a drink out of the same cup; it was an Air Rally with visiting aircraft and A.A. aeroplane scouts well to the fore.

The Kent Club are lucky in that they have a perfectly good aerodrome or landing ground immediately next their gliding site. The car-parking arrangements were good and so was the lunch. It was a real lunch in a proper marquee and that in spite of the weather. Good organisation was responsible for the fencing arrangements which were adequate, and with the aid of Lyons' loud-speaker did prevent the crowd from obstructing the launches.

The writer considers that the hurdles were placed too close to the slope and better launches would have resulted had the machines been further back. The hurdles would have been better had the wind come from the proper direction and they were probably placed expecting this.

The Kent Club had bad luck because the wind blew their new hangar down and smashed a pair of new wings. I should take this as a warning and go elsewhere. The site has its advantages, but is not good enough for a soaring site and is probably dangerous for an inexperienced "A" or "B" pilot. There were two crashes on Sunday, and these happened to experienced pilots; one was a German-trained "B" pilot and the other Mr. Lowe Wylde himself.

If these two people could come to grief, the chances of *ab initios* doing likewise seem good.

Another feature of the meeting was the appearance of the British Aircraft Company's latest type. This is a primary training machine of novel design and ridiculously low price. The workmanship is extremely good and the machine has many advantages claimed for it. Practice alone will determine whether these advantages actually exist. The North Staffordshire Club have bought one and also an intermediate fuselage which fits the same wings. I had hoped to see this latter type on Sunday, but was disappointed.

After a smoke-bomb had been fired and at least one of the local air-currents discovered, proceedings started. There were four machines, two to each Kentish Club. The Channel people had brought along their R.F.D. A.T.1 and an extremely interesting machine which had been built by Corporal Manuel. The Kent Club had their original veteran, which alone survived the day, and the latest Lowe Wylde trainer, which has a box-spar fuselage and cantilever tail unit. The wings are rigidly braced with parallel struts. A further point is that the ailerons are raised by springs, but are pulled down by single wires from the joy-stick.

Each machine made its test flight. Mr. Read, who we are glad to see quite well again after his argument with the chalk-pit, took-off the Manuel machine. This has a very low flying speed and did not get launched properly. It was in an eddy and although its pilot kept its head into where the wind was supposed to be coming from, it continued to drift sideways until it touched the hill when the seat came unstuck and the skid was split. This was the first victim.

The competition was for a large cup which has been put up for challenge by the *Kentish Express*. This cup was to go to the club which put up the greatest aggregate duration.

I am all against a duration competition for Zoglings. People will try to hold them up until the machines are stalled. This contention was supported by the events of the day. The gliding was much better when people were flying for a mark than while they were competing. Let us in future concentrate on spot-landing conditions for Zoglings. This calls for as much, and more skill, on the part of competitors and does improve the standard of flying.

The best flight of the duration contest was put up by Mr. Derham, of the Channel Gliding Club. Mr. Derham is a "B" pilot who was trained at Rossitten, in East Prussia. He flew down the hill at the proper angle and when he found he would have to clear the hedge, turned neatly *down*-wind and then into wind. This manœuvre got him across the sunken road and past a large tree. But eventually both of these caused his undoing.

During the competition Mr. Lowe Wylde took off on his new training machine which because of its cleanness has a flat gliding angle and high speed. It soon became obvious that he was getting too close to the hedge. He did not, as the German-trained pilot did, turn down-wind over ground that fell away and would have left more height, but turned towards the hill. The height he lost and the upward rising ground proved his undoing. The wing-tip struck the ground.

It was an excellent piece of propaganda for the British Aircraft Company's products. The whole machine rose up on that one wing-tip and turned over with a horrid crunch. The moment when the machine turned over and the victim could be seen kicking upside down was not nice. But the rush of rescuers proved more than adequate. The machine was not too badly damaged and the enormously strong wing structure stood up well and suffered only local damage. The fuselage and tail unit appeared intact.

The cup was won by the Channel Club with four flights of 28 9/10 secs., 7 9/10 secs., 20 1/5 secs., 17 2/10 secs., which total 74 1/10 secs.

The Kent Club's times were 15 2/10 secs., 15 secs., 10 1/10 secs., and 17 2/10 secs., which total 57 5/10 secs.

After lunch two visitors came over from Eastchurch on a Grebe and Gamecock respectively. These two pilots put up the most terrific show, which was probably all the better for being informal. This allowed it to approach pretty close to the ground at times. The part of the performance that I liked best was the roll out that followed a long slide down on the back after the machine had been looped. This was not as people will tell me a half-roll out of the top of the loop, but something much better. The Gliding Clubs must have been very grateful for this interlude. Their visitors certainly were.



Mr. Lowe Wylde on his latest training machine which has a spar fuselage and cantilever tail unit. The wings fit his secondary type.

Mr. Jackaman then took up his Puss-Moth and showed off its sleek lines and easy speed to great advantage. His loops were much appreciated too.

When the Cup had been won and before or after or during bomb-dropping by the visiting aircraft the spot-landing competition started. The first flight was made by Mr. Buxton and drew much applause. It was a really cunning effort and deserved to win. During the same competition Mr. Derham flew down too fast and after landing skidded across the wet grass until he slid across the sunken road. He tore his hand badly on the barbed wire and damaged a wing-tip against the large tree that he had so skilfully avoided before. This was the third casualty.

We were all cheered to see Mr. Lowe Wylde again and he was not only sufficiently recovered to fly in this contest but also to fly the Sopwith Dove, which he has recently repurchased. This early light aeroplane appeared to compete well with Moths, Widgeons, Puss-Moths and Klemms that were floating about.

The organising committee and every one who worked so hard to make the show a success, including Mr. Gordon England at the microphone of the Lyons' loud-speaker van, deserve to be commended. There were grounds for criticism, and these have been dealt with. That the show was not quite up to Light Aeroplane Meeting standard was to be expected, but all the visitors seemed to enjoy themselves and may be expected to look forward to the return meeting when the Kent Club will try to take the Cup from the Channel Club.—T. J.

SOARING ON THE HAMBLETON HILLS.

On Sept. 20 and 21 Herr Magersuppe, who is instructor to the Scarborough Club, gave demonstrations of soaring flight at Sutton Bank in the Hambleton Hills. The site chosen is well-calculated to divert the wind into plenty of up-currents and during the week-end when the wind was blowing really hard Harr Magersuppe was able to use these to such good effect that he climbed some hundreds of feet above his starting point. He gave that finished display of soaring which gliding enthusiasts are coming to expect of him and there is little doubt that he does know how to thrill a crowd. His stunt of diving down close to the onlookers and calling out always pleases those who have not seen it before.

He made a number of flights all over ten minutes' duration and the easy manner in which he achieves these must make some people despondent when they consider that in one afternoon Herr Magersuppe can total more time than all the clubs in Great Britain have put up since they started.—T. J.

THE AIRSHIP GLIDING CLUB.

The Airship Gliding Club was formed on Mar. 24, 1930, by a few members of the crew of the Airship R.101. At the inaugural meeting it was decided to embark on the construction of a "Dickson" type training glider, the drawings of which were at that time being published. The task was commenced immediately, but certain difficulties arose which delayed progress considerably. Recently, however, matters have improved and the machine is rapidly approaching completion.

The flight of R.101 to India will, however, dispel any hopes of any field activity this year, but it is some consolation for a few enthusiasts that they will be able to make a show early next year. Most probably after gliding to India and back short "hops" will be welcome!

Certain detail modifications are being introduced into the machine, particulars of which will be forwarded to THE SAILPLANE in due course for the verdict of its readers. Owing to the peculiarities of airship work it will be some time before the Club will be able to think of constructing a second and advanced machine. With this in view we are out to extract the maximum from our training glider and it has been suggested that we fit a "nacelle" to improve its performance. Although the limitations of training gliders are appreciated we hope to make our machine just a little better by this and other little refinements. It will be interesting to hear what others with greater experience than ourselves think of the suggestion, also if they could offer any advice that would lead to improved performance.

After reading the Editor's leader in SAILPLANE No. 1 on "Some Questions of Policy," one imagines that any attempt to clean up a Zogling will be frowned upon, but the circumstances responsible for this decision having been stated, forgiveness is expected. We must admit it will not help the movement to "see 'em zoggling along" too long.

The Secretary of the Airship Gliding Club is Mr. T. A. A. Key.

THE NORTH COTSWOLD CLUB.

The North Cotswold Gliding Club was founded on April 8, 1930. The inaugural meeting had been preceded by much spade work. The whole length of the Cotswold Hills had been explored for a suitable site. When this had been found the ground was tested very carefully to find what sort of wind-currents and down-draughts there were. This was all done before the first machine arrived.

The Club were very lucky to have the help in this of their President, Mr. Alan Butler, who flew his D.H. Moth extensively over the proposed gliding area. Mr. Butler's private landing ground happened to be near the middle of the chosen area and he very generously placed his land at the Club's disposal and suggested that they should use his landing ground until the erection of hangar accommodation was justified. Recently Mr. and Mrs. Butler, who are the joint Presidents of the Club, came down and did some gliding.

Practical work started on June 10 with less than 40 members. One machine had been bought with the entrance fees and subscriptions, which are half-a-guinea and one guinea respectively. Donations came to £15 5s.

In three months about 1,000 glides have been made. The instructor has concentrated not on high, wild zooms, but on pupils making good, steady glides with proper landings. As there were obstacles such as walls and bushes in the way of advanced practice, the instructor made a point of bringing all his pupils along together so that now when many of them are doing well-controlled flights of 15 to 20 seconds' duration, the Club is removing the obstacles. These obstacles include nearly 400 yards of stone walls. When this has been done there will be a clear slope in a south-westerly direction of exactly two-thirds of a mile. The Club is fortunate in having in its large training area slopes in every direction which are suitable for training.

The gliding ground is located just beyond the top of Fish Hill and near the Tower, about 1,000 feet above sea-level and above Broadway village. It is alongside the main London-Worcester road and the hangar is approached by what is probably an old fosse way. When the Club members are ready, advanced machines can be flown from the crest of the hill with a likelihood of travelling on rising currents along to Stratford-on-Avon, 15 miles away in one direction, or to Bath 50 miles away in the other.

Club members come over for practice from Rugby, Warwick, Malvern, Worcester, Tewkesbury, Stratford-on-Avon and many Cotswold villages.

Before pupils are allowed to have outdoor practice they are given a short spell upon an indoor apparatus. This is in the shape of a miniature fuselage and is mounted upon a universal joint at its C.G. (centre of gravity). The fuselage can then be moved through the controls in the usual way. This gadget has proved extremely valuable. Further it has saved members time and done away with a lot of unnecessary labour in the early stages. [We thoroughly recommend this idea to other clubs, especially in the winter. This gadget can be used for instruction indoors and by artificial light so that members can spend all their brief time at week-ends actually flying.—ED.]

The Cotswold Club have another excellent idea and the Club Instructor, Mr. Horace Wright, is anxious to pass on the method which he has developed for keeping a log of flights and a record of every pupil's progress. [This again is an excellent practice and one which should be universally followed.—ED.] An ordinary engineer's self-measuring pocket-book ruled in ½ in. squares is used.

The names of the pupils are kept in a column on the left-hand side. The spaces at the top of the column are used for the date, wind-direction and speed. A line in the square opposite the pupil's name and under the date from the right-top-corner of the square to the left-bottom-corner indicates the way the pupil managed his lateral and directional control. If the line is straight the pupil did the right things, if wavy, he did not. Similarly a line from the left-top-corner to the bottom-right marks the elevator control and landing. Thus within the confines of an ½ in. square is a complete record of every flight.

Within the next few days the Club Secretary will send a complete list of the Club's winter fixtures.

The Hon. Secretary is Mr. Howard C. Wright, and his address is 45, Merstow Green, Evesham, Worcs.

THE WILTSHIRE LIGHT AEROPLANE AND GLIDER CLUB.

A provisional committee has already been elected with Mr. C. T. Cuss as Chairman, in order to start the Wiltshire Light Aeroplane and Glider Club on a working basis. A great deal of preliminary work has been done and various gliding sites inspected.

It has been decided that all members enrolling prior to and including Sept. 25, 1930, shall be founder members, and as such shall have the privilege of entry into the Club on payment of £1 1s. only. Members joining subsequent to this date will be required to pay an entry fee of 10s. 6d. in addition. The payment of subscription will entitle members to participate in all activities of the Club until Sept. 25, 1931.

It is our aim to commence flying with primary types of gliders as soon as our financial position enables us to complete negotiations, already in hand, to acquire the use of land and accommodation, and to purchase machines and equipment. All subscriptions and donations received will be devoted to this purpose.

Applications have already been made to affiliate with the *British Gliding Association*. Draft rules to govern the working of the Club are in preparation, and will be submitted to the members at a General Meeting, to be held at an early date, when officers and committee will be elected.

The Hon. Secretary is Mr. L. S. Scarlett, 8, Savernake Street, Swindon.

FORTHCOMING DATES.

HERR MAGERSUPPE AT KEIGHLEY.

On Oct. 4 and 5 Herr Magersuppe is to give demonstrations at Keighley. We did not get this information from the responsible Clubs so cannot guarantee its accuracy.

A MEETING FOR WILTSHIRE.

On Oct. 11 and 13 the Wiltshire Light Aeroplane and Glider Club proposes to hold a meeting for gliders. There are about 65 acres of landing ground for visiting aircraft and a car-parking space of about the same area. Particulars can be obtained from Mr. C. J. Cuss, Church Place, Swindon, Wilts.

A LECTURE AT BEXLEY HEATH.

On Oct. 6, at 8 p.m., Mr. Lowe Wylde, A.R.Ae.S., is to give a lecture before the North Kent Gliding Club. This will be given at the Constitutional Club and anyone who wants to go should get into touch with Mr. Walter T. Davis, Warren House, Bexley Heath.

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