Oct. 17, 1930. Vol. 1. No. 7.

THE SAILPLANE AND GLIDER

Price 3d.

HOME-MADE.



Mr. Read flying the Manuel VI which has been built by Corporal Manuel at Hawkinge.

THE FIRST MEETING.

The trouble with the Gliding Movement is that we are all amateurs, amateurs in the true sense of the word, who do all they do solely for the love of the thing. Even THE SAILPLANE is run as a side-line in its editor's alleged spare moments. Such enthusiasm may be splendid, but it has the results that are always associated with amateurism. A lot of fun, a lot of frightfully hard work, a lot of disappointments,—and the professional always does it better. He has to. It is his job and, if he did not do as well as it could be humanly done, someone else would, and he would have to get bread and butter some other way.

We are all too much the amateur, and if we cannot make it worth while for one or two people to take the Movement seriously, this very enthusiasm, with its attendant need for terrifically hard, though not necessarily well-directed, work will wreck what hopes we may have of getting something done.

THE SAILPLANE is all for authority. You must have authority, not only for organising things but so there is someone to throw bricks at when things go wrong. As everybody who reads this paper knows there is to be an Inter-Club Meeting this week-end organised by the B.G.A. The first meeting of its kind incidentally that the B.G.A., which is an amateur body, has ever organised.

Certain aspects of this meeting could not be worse if it had organised itself. But before we criticise, perhaps we should try and find out what an Inter-Club meeting is expected to achieve.

First it must be open to affiliated Clubs and entries must be got from all over the Country. The strongest criticism that can be levelled against the B.G.A., and one which had much to do with the formation of the Association of the Northern Gliding Clubs, is that the B.G.A. is a south-country affair. The B.G.A. must never give grounds for that criticism. If one Club cannot send a team all the way, two or three Clubs from the same district could send a

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representative team. They might even form divisions, or leagues, of the Association which would select teams to send to such meetings.

Second the meeting must be arranged to better the standard of flying. This is obviously the primary reason for having a competition at all. How are you going to improve the standard of flying? The obvious way to do it is to select certain events graded to standards slightly better than the various stages of proficiency to which entrants may reasonably be expected to have come.

Thirdly the site must have been chosen well in advance so that everybody can have made the necessary arrangements for transport and accommodation for themselves and their machines.

Fourthly the rules and list of events must be sent out weeks ahead, so that teams can have a proper chance of practising.

Every one of these requirements or needs has been overlooked, and the Meeting appears to have been organised in the same way as one fixes up a "rag" game of Rugger at Christmas-time or gets a skating party together when the ice is bearing for the only half-hour in the year. Such hasty calls to action are all right for the family party but not for a national movement.

We have stated that a national inter-club meeting must have teams from all over the country; with one exception, the teams that have been entered for this meeting only represent a very limited area and the whole meeting might be called a meeting of the home-counties association.

The events have been so selected that one pilot might win the whole lot and win them on an inefficient machine. We have said, and shall continue to say until THE SAILPLANE ceases publication, that duration contests on primary-training machines are all wrong. These machines are not intended to soar and have not been given the proper amount of control for the purpose. They should only be flown by "A" Certificate pilots who should be encouraged to make turns. The best event for such machines is a spot-landing competition for teams and individuals.

The "A" Certificate pilots who enter for the Zogling competitions should be debarred from entering the competitions for intermediate-types so that there is some chance of splitting up the prizes. But why duration prizes? Let us have duration events for "B" Certificate pilots, but let us have something more difficult for "C" Certificate people.

Eight years ago soaring flight of unlimited duration was demonstrated at Itford. After all these years, is duration over an up-draught of air all that the B.G.A. can encourage? Has the B.G.A. not got enough gumption to offer a prize for a distance flight? We do not mind if such an event is only for a few hundred yards, as long as the pilot is encouraged to progress beyond what was achieved eight years ago. People in 1922 were so bored with the idea of a machine sidling along a cliff-edge that they decided to build light aeroplanes, so the B.G.A. must demonstrate to the World that some of our Club pilots can glide across country if people are to be impressed with the progress of gliding.

Regarding this question of site, so badly has the whole thing been tackled that at the last minute Itford was put out of court because the local people wanted too much for their ground! As the ground has been had before, this sounds like faulty handling, or was it because the people are getting to know that film companies are interested in Gliding? Anyway, Itford is not to be used, and Ditchling Beacon is.

The lack of organisation within the B.G.A. is illustrated by the fact that a most distinguished member of the Association, and certainly one of its most valuable members, did not know this till the middle of this week. He had already made arrangements to put up in Lewes. We pillory such inefficiency because we are convinced that the Movement has got to stop being amateur if it is to achieve any measure of success at all.

We have mentioned before the imperative need for the acquisition of sites. Nothing is being done. Club after Club is finding the same difficulty of renting grounds and the governing body is doing nothing about it,—except asking Clubs to let them know about local sites. If the B.G.A. handles the national question of sites in the same way as they have handled the Itford question, the question of sites will cease to exist. There will be none.

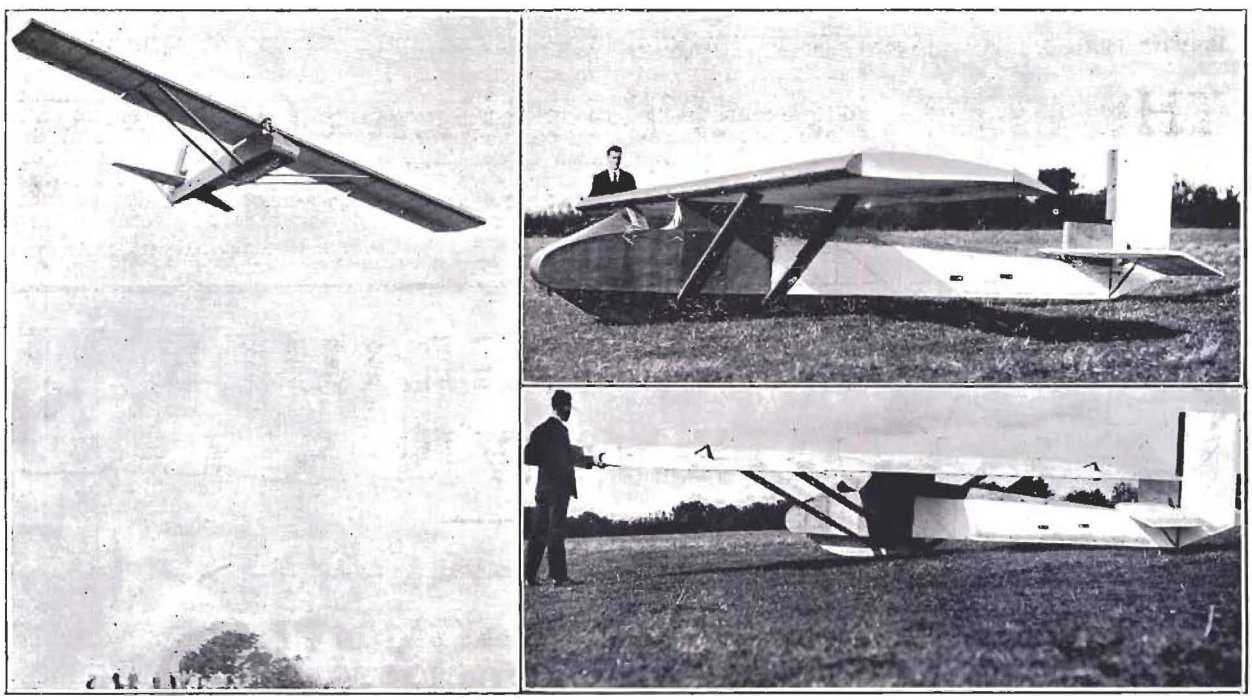
Finally the Events and Rules for this Meeting were issued on Tuesday of this week. The B.G.A. presumably have never tried practising for an event. Their association with sports must be recollections of the amateur events on the sands when one decides to have a race for the fun of it. Great fun such occasions are,—but no records are broken. Clubs, of course, get the Governing Body they deserve. The remedy lies in their own hands, always provided that the Clubs themselves know what is best for them.

We think it a pity the Chairman of the B.G.A. is such a very busy man; we feel that if Mr. Gordon England were able to devote his whole time to the furtherance of the Movement, that his energy and enthusiasm would surmount the obstacles that now surround it.

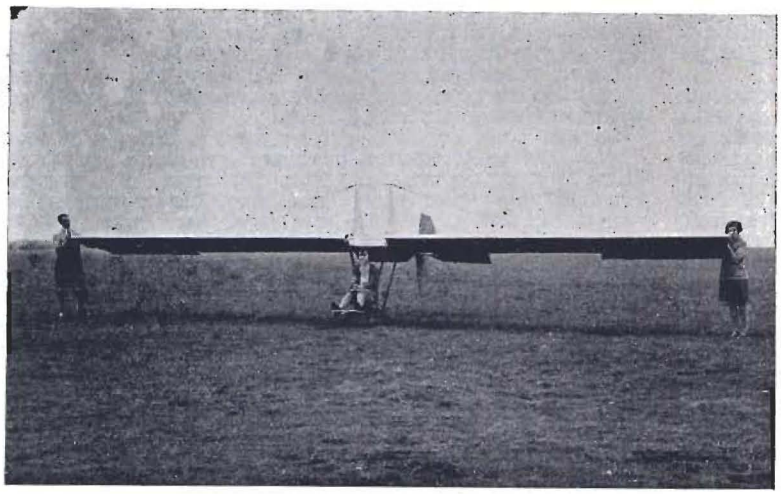
A NEW BRITISH SECONDARY MACHINE.

We have already illustrated, and made some reference to, the B.A.C. II which has been produced by the British Aircraft Company of Maidstone for Clubs as an ideal training machine. The B.A.C. II is closely related to the B.A.C. III, a picture of which we publish elsewhere. The B.A.C. III is a secondary training machine which the Company have produced as a result of their close association with Club training.

They felt that there was too much tobogganing in the normal Club and that there was not enough scope for the Club member who showed promise as the normal Club was not able to afford a variety of machines. To meet this the Company decided to produce a machine which would be easy to assemble and repair. This machine would also call



The B.A.C. III which is the first British intermediate type. The wings and tail unit are identical with those of the B.A.C. II, the primary machine.



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for very little extra outlay on the part of the Club as the wings, tail unit and struts of the B.A.C. II fit the B.A.C. III. Thus a Club which has to start carefully can get two machines for little more than the price of one.

A problem which has to be met, and which experience alone will decide for us, is whether a secondary machine that will deprive a Club of its training machine is really an advantage, as the possession of such a machine means that pupils will be prevented from flying while the secondary machine is in the air.

We suspect, however, that the problem will solve itself, and that the great advantage of such community of parts will be ease of keeping an adequate stock of spares. When a Club has to have only one set of spares for primary and secondary machines, it will find that coping with crashes is not as expensive of time and money as first seemed to be the case.

The B.A.C. III has a normal fuselage with four longerons. The front structure is covered with plywood and the after portion with fabric. The pilot sits in front of the wing, which is braced with parallel struts on each side to the skid. The tail unit is similar to that on the primary type and is cantilever.

The span is 34 ft., the length 18 ft. 6 in., the chord 5 ft., the wing area 170 sq. ft., and the weight empty 180 lbs. The calculated gliding angle is 1 : 14.

HERR KRONFELD.

During the Competitions at the Wasserkuppe a prize was offered by *The British Gliding Association* for the first distance flight to be made over 60 km. (37.3 miles). This was won by Herr Robert Kronfeld. The prize was a week's visit to London and we are all glad to welcome the famous sailflyer back where his talents are so well appreciated.

On Oct. 14 a dinner was given by *The British Gliding Association* at the Trocadero Restaurant to welcome Herr Kronfeld and some forty people were present. These were mostly members of the B.G.A., their wives, and friends. A few visitors were also there, among whom were Mlle. Lippens and Brigadier-General A. J. E. Brink, D.T.D., D.S.O., South African Air Force.

Mr. Handley Page, a Vice-President of the Association, took the Chair. Speeches were made by the Chairman, by Herr Kronfeld, by Sq. Ldr. Tom England, by Mr. Gordon England, Chairman of the Association, by Mr. Allan Goodfellow, and Mr. Geoffrey Woolfe.

A great feature of the evening was a perfectly good Prufling cut out from a chunk of ice which was wheeled in triumph round the room. Another surprise, and a tribute to the guest of honour's passion for milk, was an enormous bottle of this beverage which was wheeled in triumph round the horseshoe table.

After the dinner was over and the speeches had been made, some of the party, indeed most of it, adjourned to the Strand Corner House, where provision had been made in an upper room for a private film display, during which coffee was served. The best part of the display was a film which Messrs. Hitchcox and Ashwell-Cooke had taken of the Wasserkuppe. We hope that the B.G.A. will be able to arrange for every club in the country to see this. There is no doubt that a film gives one a very much better idea of the slow, and apparently effortless flight of a sailplane, than any photograph.

Mr. Handley Page, in proposing the health of Herr Kronfeld, after some typically humorous remarks, and saying that the guest was one who rises entirely by his own exertions, went on to pay a serious tribute to the work that is being done in Germany towards the improvement of aircraft from the aerodynamic standpoint. We had done much to get the highest possible horse-power for the lowest possible weight, but that was not the success that aviation looked for. We wanted to learn how to fly with the lowest possible horse-power.

He mentioned that Herr Kronfeld was in the habit of washing down and polishing his *Wien* before he made any flight. He drew attention to the difference between this and the ordinary power-driven aircraft which had the fabric soggy between the ribs, and smudged with oil, and was shoved through the air by brute force. He thought that aviation had a future of which we hardly dreamed to-day.

The Gliding Movement took Mr. Handley Page back to the early days of aviation before it was acquainted with the vices or virtues of commercialism, and he welcomed the presence that evening of some of the early pioneers. There was the same pioneering enthusiasm in the Gliding Movement and through it he thought we could start a new improvement in aviation.

When he had proposed the health of his guest this was drunk with great enthusiasm in cold milk.

Herr Kronfeld in his reply deprecated so much praise and said he was happiest when he was able to help start the Gliding Movement in a new land. The most wonderful time he had ever had was when he was over here during the Summer helping the B.G.A. He referred to the really sporting spirit which exists in the Movement and the good feelings. He hoped that the Movement would help to bring a better understanding between the countries. He looked forward to the time when English pilots would be flying long distances themselves in sailplanes.

Sq. Ldr. Tom England, who proposed the Toast of *The British Gliding Association*, mentioned the good work it was doing in bringing aviation within the reach of a greatly increased number of people and providing training at a remarkably low figure. He said that there were now 32 Club affiliated to the B.G.A. He closed by urging that every precaution should be taken to prevent accidents, which in these early days would do incalculable harm to the Movement.

Mr. Gordon England, who is Chairman of the B.G.A., in his reply referred to the life and energy behind the Movement. He said that the War developments had forced aviation into the wrong lines and that an aeroplane would never be a real aeroplane as long as it was developed along war-time lines.

The Gliding Movement would accelerate the coming of real commercial aviation, and would create the market for the really cheap aeroplane, which could be produced without difficulty so soon as the market was created. Nothing was more insidious than propaganda from the home and young members of families who got interested in Gliding would convert their parents by their own enthusiasm.

Mr. Alan Goodfellow, who proposed the Toast of "The Visitors," quoted the now well-known poem about "The Ogling of the Zogling" in an amusing speech. He concluded with graceful tribute to the late President of the Association, Sir Sefton Brancker, who was a great believer in the Movement as a potential means of spreading air-mindedness.

Mr. Geoffrey Woolfe, who replied for "The Visitors," expressed his appreciation of the goodwill which had been so marked at the Wasserkuppe, and which he found equally marked among the Gliding Clubs of this country.

THE FIRST B.G.A. INTER-CLUB COMPETITIONS.

The first Inter-Club Competitions to be organised by *The British Gliding Association* are to be held on Saturday and Sunday, Oct. 18 and 19, at Ditchling Beacon, behind Brighton. Flying is timed to start at 2.30 p.m. on Saturday and 11.30 a.m. on Sunday. There are five events and seven Clubs have sent in their names as entries. The prizes have all been given by various firms whose generosity is to be much commended, and THE SAILPLANE hopes that their enterprise in so casting their bread upon the waters will cause a return after not so many days of a really adequate amount of hard cash.

The first event is for Silver Cup presented by the Cloudcraft Glider Company of Southampton. This will be given for the best duration flight put up by a member of an Affiliated Club on a primary-training machine.

There are two prizes for the second event. The first is an Affiliation Fee, worth five guineas, which is being presented by the R.F.D. Company. The second prize is a launching rope which is being given by Burley Ltd. These prizes will be given to the members of an Affiliated Club who put up the best and second best duration flights on intermediate-type machines.

The third event is an Inter-Club Team Match on primary-training machines. The team prize is for a quantity of dope which is being given by Titanine-Emaillite Ltd. who will also give a silver cigarette-case to the pilot who makes the best flight in the winning team.

The fourth event will be an Inter-Club Team Match on intermediate-type machines. This will also be for a duration flight. The prize will be a quantity of dope presented by Cellon Ltd., and the pilot who puts up the best flight in the winning team will get a silver tankard presented by Cellon Ltd.

The fifth event will be an Individual Duration Contest regardless of the type of machine, but the pilot must be British. The first prize will be a silver cigarette-box presented by A. E. Skinner and Co., of Bond Street. The second, a silver tankard presented by the British Aircraft Company.

The eligibility of a machine for any event will be decided by the Technical Committee of the B.G.A. For the Inter-Club Events, each Club may enter not more than two teams, each team to consist of three to be nominated before flying starts on Saturday.

Up to the time of going to press we hear that the Channel, the Lancashire, the London, the Kent, the Oxford, the Portsmouth and the Southdown Skysailing Clubs have sent in entries.

Among the distinguished visitors will be Mlle. Susi Lippens, the daughter of the Belgian Minister for Transport, who has a Professor sailplane of her own and is one of the very few women in the World with a "C" Gliding Certificate. Herr Kronfeld will also be there.

AN AMERICAN METHOD OF TRAINING.

The towing of a glider by an automobile as a means of training is not favoured by THE SAILPLANE, as the system is dangerous unless handled extremely carefully. On the other hand those in the Movement should at least be informed of how this method is practised, if only to realise better what the exact snags are.

We therefore reprint what follows from the informative booklet on *Glider Flying*, which has been issued by the United States Aviation Underwriters Inc.

Mr. William Hawley Bowlus, who has been flying gliders since 1910 and who has been building them since 1914, also operates a glider school at San Diego, California. At the Bowlus school, during the past ten months they have graduated 128 students from the primary course and in addition have given training each month to about 100 students who took only enough time to allow them to feel that they could handle their own glider. During that period, neither a student nor a glider was even scratched, which in itself presents a strong recommendation of the system they employ.

Mr. Bowlus believes that the best method of primary instruction is to tow the glider slowly into the wind by automobile, having the glider on wheels and using a fairly large field. He does not believe in the shock cord method for primary instruction, largely because of the sudden shock to the student's nerves that is caused by a sudden launching.

However, as the shock cord method is the one generally used in Germany and as it has been proved very safe and practical there, we may conclude that it is safe if it is gone about with great care, and if the pupil is thoroughly grounded in the fundamentals of flying, and first learns to skid along the ground and to fly over it at a low altitude.

The National Glider Association of America recommends auto-towing only when it can be given under expert, experienced supervision. The Association believes that the shock-cord method of launching is more nearly fool-proof, albeit less efficient.

As there are two distinct schools of thought regarding the advantages of shock-cord and auto-tow launching, we feel that it is advisable to present both views. Mr. D. Martin, General Manager of Pacific Coast Gliders, Ltd., says:—

> It has been our experience that a beginner when launched with a shock cord, having had no idea of the feel of the controls, is more apt than not to over-control. In fact, we have watched the operation of some eighteen or twenty glider clubs, some with competent and some with incompetent instructors, and have yet to find an instance of ten students receiving training by the shock-cord method without crashing. We have trained some two hundred students by the auto-towing method, without injury to any students and with only minor repairs to the trainer. We are convinced that this method in the hands of competent instructors is far safer than shock-cord launching.

Both systems undoubtedly have their good points. In either system, before the glider is allowed to leave the ground, the pupil should learn thoroughly everything there is to learn about the glider and about gliding that he can learn without actually going into the air. Thorough instruction on the ground prepares for safety in the air.

At the Bowlus school, at the beginning of his instruction, the student is started off across the field, being towed slowly at about ten miles an hour for the first few times and always into the wind. Of course, if the wind is blowing ten miles an hour, that will mean an air speed of the glider of twenty miles an hour, at which speed it would take off and fly. This, however, is not desirable at first.

The tow car must proceed at a speed at which the two wheels of the glider will be on the ground while the front wheel, which is placed there to prevent the glider from nosing over, is about a foot and a half above the ground when the machine is at resting position with the tail skid down. When the glider is being towed at ten miles an hour, the tail rises and the front wheel is then from 8 to 12 inches off the ground. In taking-off position, the front wheel is about 8 inches off the ground. (Only Bowlus manufactures this type of glider.)

For the first few times the wheels are kept on the ground until the pupil can keep the glider absolutely straight behind the car. Then he is gradually towed faster, getting his tail further up and keeping the machine in straight flying position. During all of this time the glider is on the ground and all that the pupil is learning is to keep the machine straight by means of the rudder. This really parallels that portion of the shock-cord system of launching where the glider is being skidded along the ground.

Finally the student pulls back slightly on the stick. The car goes a little faster, and the glider rises two or three feet from the ground. This is done always into the wind, and parallels the secondary stage of primary instruction by the shock-cord method. By either method it does not seem possible that a pupil can be even slightly injured at this stage of his progress, unless he or his instructor violate the few simple rules that have been set down here.

After the student makes this flight into the wind, the glider is towed back behind the car by putting the skid in the car. During that towing, the student retains his seat in the glider, both to save time and to accustom him to rolling over the field.

The automobile tow method of training may be used on any smooth level surface where there is plenty of room. While a concrete runway or a frozen lake is preferred, any level and smooth field will do.

For initial training a light steel cable or 3-8 inch rope about 200 feet long is used as a tow line. This tow line must be light enough to break rather than to pull the ship apart. Furthermore, some provision should be made for absorbing the shock of the field's roughness, and the consequent uneven speed of the car, thus preventing jerks from running along the cable to the ship. A piece of shock cord or a spring may be attached to the tow-line, near the car. This should have a limiting or safety cable around it.

The driver of the car must be on the alert to stop should the student make a mistake. And he should always slack speed or stop when the glider fails to follow the car, either on the ground or in the air. At no time should the driver permit a student to hold an angle of attack of the wing of over five degrees without stopping to correct him. In fact, the driver must realise that the car he is driving is the glider's only motive power, and that only he controls it. He should start slowly, change gears properly, and gain speed gradually, avoiding the transmission of jerks to the glider.

As the pupil increases in efficiency, he is allowed to rise a few feet more. The speed of the tow-car is increased, and the glider goes higher until a maximum of about 50 feet is attained. Then the pupil practices turns to right and to left, making only one or the other in any one flight and not practising "S" turns until later.

Turning should be taught in very slow easy stages, and should not be attempted without some sort of air speed indicator. At no time should a novice be allowed to attempt a 360-degree turn all at once. This may be worked up to in *quiet* air so that landings may be made in any direction.

Mr. Bowlus believes that primary training gliders should be on wheels and not on a skid, for when the glider comes in to land, if it is on a skid, it will tip over to right or left. It the glider is on wheels, however, it will not fall off either to right or to left and there will be no impulse urging the student to remove his feet from the rudder-bar. However, the majority of primary gliders now constructed are on skids, not on wheels, and therefore with gliders of that type it will be necessary to impress continually upon the student that he must keep his feet at all times on the rudder-bar.

In the beginning, the student should be trained as far as possible in calm air. Early mornings or evenings are the best times. Then as he progresses he may be sent up in gusty wind and allowed to make cross-wind and down-wind landings. But at the start the weather should be perfect, for at that time the student has not learned to control his ship in severe conditions. A smooth wind of not over eight or ten miles is possible, but a calm day is more suitable for instruction at this stage.

During his course, the student should familiarise himself with the mechanical details of the ship, such as the inspection each day of wires, bolts, nuts, and turn-buckles. He should never go into the air until he is satisfied that his ship is in perfect mechanical condition. The ship also should be thoroughly inspected by the student and instructor after any bad landings and should be kept under cover during bad weather.

Gliders at all times should be treated precisely as airplanes are treated, and this fact should be impressed upon the student frequently during his course of instruction. A glider is not as weather-proof as an aeroplane, and should never be left out in the rain, as the water soaked up is a large percentage of the total weight.

The tow-cable should not be released by the pupil in the glider, but by the instructor in the tow-car. As soon as the pull of the car is off the cable, the cable will drop of itself from the attachment on the glider and the pupil may glide to the ground.

For advanced training, towing behind an automobile requires a large field, for the rope may be from 800 to 1,000 feet long with allowance made for a run of 2,000 feet or more by the car. The glider may be pulled up more steeply; and the rope, when kept taut, will permit the climb of the glider to be somewhat similar to the rise of a kite.

If the field is long enough, it is possible to fly the glider

to a position directly above the car, using the entire length of rope. However, in most instances it is advisable to cut the glider loose if the altitude is one half or three-quarters the length of the rope. This will permit the glider to reach an altitude of from 300 to 800 feet, which is more than sufficient for practising "S" turns, half turns, and complete circles.

Just before the rope is released, the control stick must be moved forward and there it must remain for the rest of the flight, for from this point on the only motive power is the pull of gravity. The pilot must remember at all times that to maintain control of the glider forward speed is necessary. The same rule applies to gliders that applies to aeroplanes: *Never lose flying speed.*

It is well to remember that while "kiting"—(climbing steeply) the glider is in, or nearly in, the stall position. If the tow-cable should break, the glider is almost certain to stall. Therefore it is advisable to have sufficient altitude to recover flying speed. Within limits, and from substantial altitudes, a zoom is permissible after a steep dive. But a safe rule to follow is: *Do not climb too steeply.*

In advanced towing by automobile, the stick may be pulled back and the glider may be climbed rapidly, almost at the stalling point. Some pilots of much experience and ability, however, place too much confidence in the towing rope and release mechanism by holding the stick as far back as possible during the climb. This places the glider actually *beyond* the stalling point; and if rope or mechanism should give way, a stall would result.

Some gliders are so slow to recover flying speed once they are stalled, that it takes from 75 to 100 feet to recover from a stalling position. Therefore such gliders should *never* be climbed steeply until an altitude of considerably more than 100 feet is attained. If it is over 100 feet, even, should the tow-rope part and the glider stall, it should have sufficient height to come out into a normal glide. But if it is not that high, it may fall off on a wing, perhaps spin and wreck the glider, and possibly kill the pilot.

A safe rule to follow in any glider is to leave a considerable safety margin at all times. Why fly either a glider or an aeroplane on the extreme edge of a stall? It is not sound sense.

Towing by automobile is an advantage in that it eliminates the problem of finding a suitable gliding terrain, for any large level field or airport will suffice. Furthermore, the amount of work necessary to launch a glider by the shock-cord method is very arduous and tiresome. With this method of towing, the student is enabled to make much longer flights and will learn quicker. However, it is essential that such towing always should be *under the supervision of an expert instructor who understands the dangers it may lead to if improperly done.*

A CLUB MODIFY THEIR DAGNALL GLIDER.

The Winchester Club have found that they have had frequently to replace the top bracket on their R.F.D. Glider which anchors the landing wires. This is the result of various members having a passion for making stalled landings. The makers of this machine are alleged to state that the bracket is designed to break under certain conditions.

To save time and money the Winchester Club have modified the fitting so that it will not break, but two quickly-replaceable pins are sheared instead. The old bracket has the ends cut off and a new steel plate fitting is rivetted to the old bracket. This new fitting is two thicknesses of metal which have been rolled round a 5/16 rod at each end with the ends making a butt-joint in the middle. This allows the insertion, when the rod is removed, of a 5/16 copper pipe.

Thus one now has a fitting of the same plan-view as before, but instead of holes for the landing wires, slots are cut through the fitting and copper bushes. The eyes of the wires are placed in these slots and a 3.5 m/m. bolt is pushed through. When a bad landing is made the pins shear. All the Club has to do is to pull out the fragments and put in new bolts, as the eyes of the wires are not damaged.

This appears to The Sailplane to be quite an ingenious modification and we should not be surprised to hear that Mr. Dagnall thinks it worth incorporating in his latest types.

HOW TO GET TO DITCHLING.

The First Inter-Club Competitions organised by the B.G.A., which are to take place on Oct. 18 and 19, will be held on Ditchling Beacon, which is behind Brighton. Those who are coming by car from London should take the main London-Brighton Road. When nearly in Brighton one turns to the left down Carden Avenue.

This turning is located by an A.A. man at a crossing and a big sign-post. Visitors from other districts will be well advised to ask the way once in Brighton or else to go out of Brighton towards London and turn off at the crossing indicated. The great point to make when asking is that one wants to get to the top of the Beacon and not to the village of Ditchling itself, which is under the downs.

THE DAGNALL PRIZE.

As suggested in The Sailplane last week we are prepared to run a scoreboard for the Dagnall Prize of Ten Pounds. This prize is to go to the Club which gets the greatest number of "A" Certificates between Aug. 15 and Dec. 31 of this year on Dagnall A.T.1 training machines. We understand that the London Gliding Club has already got four Certificates.

A LONG-ESTABLISHED FIRM.

In the very early days of Aviation, in 1911 to be exact, the firm of Cellon Ltd. was founded, so that people who use Cellon Dope are assured that they are using the products of a firm with a very extended experience. Of more interest to glider manufacturers and enthusiasts is that the firm has been manufacturing Glider Dope for a number of years and, in fact, supplied Dope for the Gliders in the 1922 Competitions at Itford.

The firm can supply Glider Dope in either Cellulose Acetate, or Cellulose Nitrate Solutions, and the dope may be had in colours, or colourless, just as the customer may require. The firm will be very pleased to place their long experience at the service of anybody who is interested in the construction, or manufacture of Gliders. Inquiries should be addressed to Cellon Ltd., Upper Ham Road, Kingston-on-Thames.

MORE NEWS ABOUT THE CRAMCRAFT.

When the Cramcraft I was given its first big test on Oct. 5, the day was very gusty and hardly suitable, but results were obtained, although no one did 30 secs.

The following "A" licence pilots flew: Messrs. W. L. Runciman, A. H. Bell, J. D. Irving, H. L. B. Dixon, J. Stewart, C. W. Duffie, and the Misses M. Stevenson, C. R. Leathart and N. Trevelyan. Some of the pilots found a certain amount of lift round the edge of the hill, ending up at almost the same height as they took off.

The Cramcraft I showed its robustness of construction when a large gust blew it on its back, only a few very minor repairs being necessary before it was flying again.

Several invitations to members of the firm and glider have been received from various parts of the country, and the simplicity of packing and reassembling enable it to go anywhere a light lorry can go. Cramlington Aircraft Ltd. hope to have more gliders shortly and think that the new simplified glider in course of construction will do even better than the present Cramcraft I has done. The firm are always pleased to see anyone who is in any way interested in gliding or who would like to see the Cramcraft I. This machine can be flown at the aerodrome any week-day, but being a factory no one is to be found there on a Sunday.

TO ADVERTISERS

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

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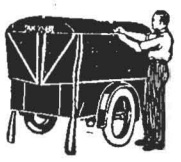
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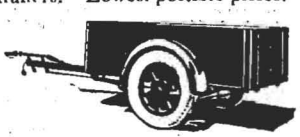


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CORRESPONDENCE.

Airworthiness.

Sir,—I have been very interested in the recent discussions in The Sailplane with regard to Airworthiness Requirements for engineless aircraft. I am surprised to find that it is the general opinion that the B.G.A. methods are too stiff and too expensive. It has always appeared to me that the B.G.A. must run their Airworthiness Department at a loss and that they are exceptionally lenient.

As far as I can ascertain the majority of gliding enthusiasts have started without any knowledge of the common sense requirements for the strength of an aircraft. This means that when they meet together to discuss matters there is rarely any person who is competent to explain things to them, and so they are at loss to account for the apparent complexity of the subject of required strength. There is no possibility of letting any types of machines be flown that are not airworthy; if this is allowed sooner or later some enthusists will assuredly get killed.

The Air Ministry will then say, "If you cannot look after your own sport we must do it for you." This means that the cost of a C. of A. will be fixed at about twenty pounds for a new type and about three pounds for an approved type, also all Clubs will have to have fully-qualified ground staff and all manufacturers would have to have a large and fully-qualified inspection staff.

Under these conditions the price of a Zögling will be nearly one hundred pounds, so it seems that the Clubs should take great care that their machines do not kill their pilots. A simple proof load test approved by the B.G.A. is the best thing for the Clubs and would cost practically nothing, and could be carried out each day before the commencement of flying.

It might be a good idea for you to run a Technical Column in which people might discuss details of design or explain the rudiments of the methods of ascertaining the strength of a glider. I wish you the best of success with The Sailplane and feel confident that with your help the Gliding Movement will soon be on a sound footing.

(Signed) Roger S. Dickson.

More Questions of Airworthiness.

Sir,—The practice of holding back a glider by human agency during the process of launching with a shock cord is not altogether desirable, especially in the case of a launch with a maximum crew; the device which is used by the Cotswold Club to obviate this feature will be described elsewhere in The Sailplane.

It would interest me to know if this treatment of trying to pull a glider in half is considered in the Load Factors for Gliders which you have recently published.

Another interesting point occurs to me in connection with Airworthiness Requirements. A Certificate of Airworthiness should not be granted for a machine with pulleys and control-wires so fitted as those described by your correspondent, H. A. Searby. These components should be so arranged and guarded as to be incapable of displacement under ordinary working conditions.

Such details as these call for attention perhaps more urgently at this stage than the many Load Factor Calculations now being considered.

(Signed) Horace Wright.

Information Wanted.

Sir,—As a subscriber to your paper, a keen student and full of enthusiasm for the success of the Gliding Movement, may I respectfully suggest that the time is opportune for a few hints to beginners, particularly with regard to the sensations experienced when launched for the first time on a Preliminary Glider.

There must be some hundreds of Club Members who are now pondering over this question. We hear a good deal about the beneficial effects of feeling the Controls on a Mock-Up arrangement mounted on a universal joint on which the budding pilot may feel his way even indoors.

Now is it possible to construct *cheaply* a device which responds to the effort applied to the control-column and will give sensations the same as those experienced during flight? If not then I fear such devices might do more harm than good to the novice.

It would be most interesting to hear from an experienced Glider Pilot just how the machine responds at the launch and at, or near, the landing speed, to the various controls. Does the machine respond instantly or is there a slight lag? When the machine has changed its flight path must the stick be centralised?

In other words, does the machine automatically correct itself or must a righting moment be set up by reverse operation of the controls? If so, then spring loaded training devices which exert a righting moment are not ideal and may be not sluggish enough in action.

I feel sure that Clubs who are struggling along without expert instructors would welcome your comments re the above subject. Comments appearing in The Sailplane would be treated as authentic in this district.

(Signed) W. Butterfield.

The R.F.D. Training Machine.

Sir,—We would refer to the letter from Mr. A. K. Bindloss in last week's issue of The Sailplane, regarding control wires of our R.F.D. training machine. Although we can recall a few instances where these wires have slipped the pulleys, in every case it has been found due to the fact that wires are not in sufficient tension, consequently, wire jumps the pulley, but if these are tightened up fairly taut, we think that no trouble will arise.

(Signed) H. I. Trussler,
The R.F.D. Co.

How Things Do Get About.

Sir,—As a reader of The Aeroplane and a subscriber to your valuable paper, The Sailplane, I wish to compliment you on your enterprise and forethought in providing the Glider Movement with what promises to be a real live paper.

A cutting from a Boston, U.S., paper, tells me that "Hills of England are dotted with gliders" which may be obtained from £15 (the gliders not the hills). It may be of interest to some of our numerous would-be C-pilots that "many people in England are soaring about the clouds." These must be mystery flights of which we hear so much. I am sure it must be the publication of The Sailplane that has given this wonderful impetus to the movement. Oh! if they could only see us hop.

(Signed) H. Willers.

Is Strut-Bracing An Advantage?

Sir,—It has recently been suggested, and it has been verified with machines of the Prüfling type, that a bad landing on a strut-braced machine often fractures such bracing. This risk is reduced to a minimum on the rigidly-braced machines which are marketed by "Adjac." The struts on these are of a special wood obtained from Poland which has a large modulus of elasticity—they can thus survive extremely bad landings without fracture.

These gliders and sailplanes thus effectively dispose of the one reasonable argument against this form of bracing, and the advantages of simple erection and rigging thereby obtained make the system invaluable.

(Signed) C. H. Jackson.

WELL DONE!

Mlle. Susi Lippens is well-known to many people in this country as one of the few, we believe there are only two in the World, women who have a "C" glider certificate. She is at present touring the country with her Professor. On Oct. 13 she made a flight from the ground of the Channel Gliding Club, near Hawkinge, and was in the air for half an hour.

This is a really good show, and we congratulate Mlle. Lippens on what we understand to be the longest soaring flight yet made by a woman. The record, if indeed it is one, will not stand for long, as we feel sure Mlle. Lippens will soon better her own performance. Perhaps she will achieve this at Ditchling Beacon during the week-end.

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NEWS FROM THE CLUBS.

THE ISLE OF WIGHT GLIDING CLUB.

In order to stimulate public interest in Gliding, the Club has arranged to hold a series of informal meetings in various parts of the Island, and the first of these was held on Oct. 12 at Somerton Aerodrome, West Cowes. Permission to use this had been kindly granted by the Directors of Messrs. Saunders Roe Ltd. A very large crowd was in attendance, the Club's new B.A.C.II was greatly admired, and everybody keenly interested. As these meetings consist of purely instructional work, no charge is made for spectators, the idea being simply to arouse interest and enroll new members.

Marked progress was observed in the members, some of whom made particularly good efforts. In between these instructional "hops" Capt. F. W. Merriam, the Club Instructor, took the machine up and demonstarted how it should be flown.

Rather early in the day a member made a heavy landing and broke the rear starboard strut. The starboard wing was quickly dismantled, the broken strut spliced, and the wing re-assembled within thirty minutes. This afforded a good opportunity of demonstrating the quick and simple manner in which this type of machine can be dismantled and erected.

Miss R. Merriam, the first lady member to receive instruction, put up quite a good show, and well deserved the plaudits of the crowd. It is apparent that Miss Merriam has inherited her father's sense of feel and balance, whose ability of "gliding" box-kites is well known to old-timers.

Instruction continued until 17.30 hours, when another heavy landing caused the repaired strut to give out, and this, throwing a double load on to the remaining starboard strut, caused it to break also. The slow manner in which the wing sagged down was pathetic. The necessary repairs are now well in hand, and on Oct. 19 the machine will be tested out, fitted with all-metal struts. The addition of an aluminium bucket seat is also hoped to be an improvement.

Members subscriptions are £2 2s. and £1 1s. for Gliding and Non-Gliding members. Anyone interested is asked to communicate with the Hon. Sec., 61, Swanmore Road, Ryde, I.W.

THE SURREY GLIDING CLUB.

By courtesy of the Sailplane Club of the T.M.A.C. the Surrey Club held their meeting on the former's ground at Smalldole on Oct. 11 and 12, and we are glad to say the meeting was a huge success. The object for journeying to Smalldole was to test the Club's new R.F.D. Training Machine, and after its first preliminary hop the machine was launched and remained in the air for 1 minute 38 seconds, making a very beautiful and steady flight. Another member then took the machine off and was in the air for 1 minute 58 seconds. Altogether some five flights were made and the machine was actually in the air over seven minutes for those five flights. Two of these flights enabled two members to qualify for their "A" Certificates with flights of approximately 1 minute.

The Club is well aware that the previous R.F.D. machines were very satisfactory from a flying point of view, but this firm's latest production is very far ahead of the previous machines in controlability and flight, and feels sure that the training members of the Club will find this machine a great deal easier. Another point regarding this particular machine was that it had not been flight-tested by the R.F.D. Co., as is their usual practice with all new gliders, the Company's tests being waived on the condition that the Club made suitable tests. This was done and proved satisfactory.

The Club also tried out a new release gear for this type of machine. This gear can be attached to the fuselage of the R.F.D. glider, and is so designed that at the moment of release the total height of the gear does not exceed 2 inches, so that there is no fear of this fouling the tail unit. Further, this gear does not give the pilot any shock on the command "Release," and can be operated by a man who is in change of the wing tip, thereby saving manual effort on the tail, leaving more members for the launching and other duties.

We shall be shortly sending THE SAILPLANE full details of this release gear, so that other Clubs may avail themselves of same if they desire.

THE BRADFORD CLUB.

The Bradford Gliding Club had a flying start on Oct. 11, when they were presented with their first glider. The machine, which is of the Dixon type, has been built by Mr. H. Sutton, The Boat House, Saltaire, and has proved to be a sound and well-constructed effort.

Mr. W. R. Derwent, General Manager of the Bradford and District Newspaper Co., presented the glider on behalf of *The Yorkshire Observer*, which has paid for the building of the machine, and was received by Mr. N. H. Sharpe, Chairman, in the unavoidable absence of the President, Sir Benjamin Dawson, Bt. Herr Magersuppe, the German expert, came over from Scarborough and very kindly consented to fly the machine on its maiden flight. He made two flights, and after expressing his approval of the glider, gave Club members some very valuable instruction.

Afterwards he gave a short demonstration on the Ilkley Club Zogling, which had been brought along voluntarily, by some members of the Ilkley and District Gliding Club, to assist at this event. Members of the Ilkley and Bradford Clubs then made alternate flights until darkness intervened. Altogether about twenty flights were made.

The Bradford Club wish to thank Herr Magersuppe and the Scarborough Club, and the Ilkley Club, for their co-operation and help in making the day a success. It speaks well for the friendly interest and good feeling which is quickly growing between the Northern Gliding Clubs.

The Club hope to continue flying throughout the Winter, but because of difficulties which have arisen with the owners of the proposed flying field on Baildon Moor, may be without a definite ground. Until further notice flying will take place at Apperley Bridge, Saturday, from 2 p.m. till dusk, and Sunday from 9.30 till dusk.

THE KENT GLIDING CLUB.

On Oct. 12 the Kent Gliding Club carried on training work at Lenham, using their original Zogling type of machine, which holds the honour of having the identification number G 101—the first issued in this country. Although weather conditions were not good for gliding a lot of good work was done under the instruction of Flt. Lt. Crawford.

Mr. Lowe Wylde tested out one of his Secondary type machines with success, but meteorological conditions did not permit any prolonged soaring flights. However, both Club members and the public were highly interested in this attractive looking machine.

During the afternoon the Club was honoured by a flying visit from Mlle. Susi Lippens and Sq. Ldr. Probyn, who landed on the aerodrome in his Widgeon. Mr. Hancock also came over in an Avro, and gave joy-flights to members of the Club and the public.

On Oct. 10 Mr. T. M. Best-Dalison attended the R.101 Memorial Service at St. Paul's, and took with him a wreath from the Club in memory of their Vice-President, Sir Sefton Brancker.

THE DORSET GLIDING CLUB.

Much has been done to consolidate the position of Dorset Gliding Club during the past few weeks. A new policy has been embarked upon of using the Club glider at large centres of membership instead of at a central site. For that reason operations at Upcerne, the central flying ground, have been cancelled until further notice. Since Sept. 21 the glider has been at Westland Aerodrome, Yeovil, and will remain there until Nov. 8, when it will be brought to Chickerell, Weymouth, for a period of at least four weeks. It is felt that by this means members get the opportunity for fuller instruction, and indeed, figures give little doubt that this is the case.

To date the Club has had 294 launches, of which 105 have been made at Yeovil since the machine was moved there on Sept. 21. Yeovil Aerodrome is highly suitable for preliminary training, there being a slight slope on two edges of the aerodrome. There have been no breakages to the machine during its use at Yeovil. Many *ab initios* can now control the machine in flight. South Dorset members will find that Yeovil is easily accessible both by road and rail. Meetings are held Saturdays and Sundays from 2.30 p.m., so that all from



THE SELECT ARRAY.—The guests at the B.G.A. dinner to Herr Kronfeld, who can be seen sitting on the right of Mr. Handley Page, who is standing up. Mlle. Lippens is on his left.

Weymouth, Portland and Dorchester have good facilities for going along. Members of the general public are always welcome at Club meetings.

On Nov. 8 and 9 and every week-end thereafter until further notice the glider will be in operation at Chickerell, just outside Weymouth. The use of a thoroughly suitable field has been kindly granted to the Club, and for at least a month South Dorset members will have every opportunity of making themselves acquainted with the Sport. There is a very good reason why every member should get in all possible practice. It is hoped that the Club will win the R.F.D. prize for the Club obtaining the greatest number of "A" tickets for the period from Aug. 15 to Dec. 31 of this year.

In this connection it is interesting to see what flying has actually been done. Dissection of the log-book shows that the seconds for duration glides are as follows:—H. J. Penrose, 100 secs.; W. G. Gibson, 38 secs.; F. J. W. W. Digby, 30 secs.; and V. S. Gaunt, 15 secs.

Membership continues to grow week by week, and the Committee have decided to admit members from now until Dec. 31 next on payment of only five shillings subscription, together with entrance fee of 10s. 6d., making 15s. 6d. in all.

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

Oct. 12 was a day of mingled pleasure and disappointment at Smalldole. It was a pleasure to welcome the Surrey Club as guests for the day, and no less a pleasure to see some of them make good use of the Sailplane Club's wonderful ground, whereon they were able to carry out advanced training exercises for the Itford Contest on Oct. 18 and 19. Fortunately the wind was almost ideal in direction and full use was made of the big horseshoe basin.

Unfortunately for the Sailplane Club, after three flights had been made on their instructional machine, one of those mishaps occurred which put the machine completely out of action for the day, though the pilot was unhurt. So the attempts of several other members to "make 'A's' while the sun shone" were temporarily abandoned.

Three Surrey Club pilots made some pretty flights and were unanimous in their praise of the Sailplane Club's location. Incidentally, "Surrey" should put up a good show at Itford and we wish them luck. There will be no gliding at Smalldole on Oct. 19 as everyone will be at Itford.

Applications for membership should be made to the Hon. Sec., E. G. Smettem, 2, Wine Office Court, Fleet, Street, London, E.C.4.

THE AIRCRAFT CLUB, HARROGATE.

The Aircraft Club has forty members and is divided into the following sections:—Model, Glider, Aeroplane, Constructional and Ordinary. The subscriptions are 5s., £1, 5s., 10s., and 5s. There is an entrance fee of 10s. to the Glider section.

Only those with reasonable constructional, mechanical or technical experience can be members of the Constructional Section.

The Club has one primary type glider constructed by the Constructional Section.

The Club has a large and well-lighted club-room in which aircraft can be built and lectures given.

The Club recently organised in conjunction with the Ilkley Gliding Club and the assistance of the B.G.A. a successful demonstration of soaring, when Herr Kronfeld soared in all directions from Beamsley Beacon, reaching 700 feet above the starting point and covering considerable distances and landing at the close of the flying each day at the same place in the town of Ilkley, 6 miles away.

The Hon. Sec. is Erik T. W. Addyman, The White House, Starbeck, Harrogate.

THE LEEDS GLIDING CLUB.

The first General Meeting of The Leeds Gliding Club took place on Oct. 3, and many members were enrolled. It was decided to go ahead with the purchase of a glider and several members have agreed to look out for suitable sites. It was decided to use British-made machines only, with a view of helping the Movement in England as much as possible. We are fortunate in having one or two members who have large flying experience and who have agreed to become the Club's instructors.

The Club hopes to start gliding in earnest very shortly and many of the members are keen to get Gliding Certificates.

The Sailplane is welcome by the members, who hope that all future numbers will be "Sold Out" as the first four have been.

The subscription is two pounds, entrance fee 5s., and associate members will be admitted at a lower rate.

THE HERTS AND ESSEX GLIDING CLUB.

The Herts and Essex Gliding Club possesses an R.F.D. glider with which they practise each Sunday afternoon, weather permitting, and on Saturdays if sufficient members can turn up.

This Club reversed the common order, for they obtained the machine first and looked for members afterwards, so that after two months' existence the Club is smaller than many which have yet to buy a machine. It has the advantage that all our members know that it will be some time before they can sail 10 miles and are not unduly disappointed if they cover only 100 yards at their 40th attempt.

The membership is increasing at the rate of one per week, which is considered satisfactory at the unattractive season of the year.

The annual subscription is £3 3s., with 10s. 6d. entrance fee. This covers 12 months from date of joining. The subscription is higher than some, but the Club wishes to be financially sound and so far has not had much support from wealthy but non-flying members.

The Club would welcome visitors on any Sunday afternoon. Their field lies to the east of the Newmarket road, 1 mile north of Stortford, and facing Eastern Roadways Garage.

THE ISLE OF THANET GLIDING CLUB.

The inaugural meeting of the Isle of Thanet Gliding Club was held at Wingham on Oct. 4. The Kent Gliding Club, who attended, took down and flew their original glider. Very good flights were made on it by Flt. Lt. Crawford and Flt. Lt. Graham-Nicholls. Mr. Lowe Wylde demonstrated a Primary training machine of his own design.

THE NORTH STAFFS. GLIDING CLUB.

The first flights at Wetley Common on Oct. 12 were made as usual by Mr. Coles, the Club's Instructor. The machine was launched from the top of the slope and, aided by a strong wind, all Club records were broken. Mr. Northall took off twice from the same place with very good results.

Later the wind abated and the "grasshoppers" were given further instruction, and all gliding members made flights. At the end of the day the glider was damaged by a collision with a wall. The pilot, Mr. Northall, turned the machine sharply and thus avoided hitting the wall head-on and minimised the damage.

A few of our more experienced members, accompanied by Mr. Coles, propose to attend the Ditchling meeting with the Kent Club next week-end, at Mr. Lowe Wylde's invitation. Further meetings will be held at Wetley Common on Oct. 26 and each subsequent Sunday. Hon. Sec., Mr. C. Teeton, 3, Havelock Place, Shilton, Stoke-on-Trent.

THE MATLOCKS GLIDER CLUB.

The Club was formed in May of this year and has now 35 members, including several ladies.

A Dickson glider was chosen as the most suitable machine, and an order placed with the Cloudcraft Glider Co. of Southampton in July. Owing to unavoidable delays delivery was not taken until late in September; the members, however, waited patiently. When the machine was at last in the Club's hands no time was lost in building a trailer. The crate in which the machine came was used with various alterations, and most satisfactory it turned out to be, as on its first appearance on the road on Sunday it travelled well at 25 m.p.h.

Ground instruction was given, each member having several turns at lateral control in a wind of 15-20 m.p.h. Short glides were afterwards made, with two and three members on each rope, one member making a very successful glide of some 20 yards.

Instruction will be given every week-end at either Carsington, near Wirksworth, or Flash.

Inquiries to Secretary, Dean Hill Villas, Matlock.

WOLSELEY GLIDING CLUB.

The Wolseley Gliding Club was duly formed on June 23, 1930, at a meeting held in the Works Canteen of Wolseley Motors (1927) Ltd., Ward End, Birmingham. There was an attendance of over 60, nearly all departments being represented, and it was unanimously agreed to form a Gliding Club. The officers and Committee were elected at the same time. The formation of the Club was duly ratified by the Grand Council of the Wolseley Athletic Club, the controlling body for all Works Sports organisations.

We have been very fortunate in obtaining our Managing Director, Wm. Cannell, Esq., as President, and our General Manager, Oliver Boden, Esq., O.B.E., as Vice-President.

All employees over the age of 21 years are eligible for membership, the annual subscription being 25s., and there is no entrance fee. Junior and outside membership are also under consideration. The membership is now 75, and includes all ranks throughout the works. Subscriptions are beginning to come in, but in view of the lateness of the season a machine is not to be purchased at present. A likely ground for instructional flights is in view, and other arrangements are well in hand, and it is expected by next season everything will be in readiness for a "Flying Start."

The Club organised a most successful trip on Sept. 6, when twenty Wolseley engineers, mostly members of the Club, were flown in Imperial Airways' *City of Edinburgh* to Croydon. The party was shown round the Airport and afterwards went on to London, whence they returned by the last train to Birmingham.

NORTH KENT GLIDING CLUB.

On Oct. 6 an interesting lecture on gliding was given by Mr. C. H. Lowe Wylde, A.R.Ae.S., of the British Aircraft Co., to the members and friends of the Club at the Constitutional Club, Bexley Heath, which was largely attended by an appreciative audience.

The first flight by the new B.A.C. machine ordered by the Club will be on Oct. 19, when Mr. Lowe Wylde will be the demonstrator at the meeting of the B.G.A. at Itford.

Any further information can be obtained from Mr. Walter T. Davies, Warren House, Bexley Heath, Kent.

FORTHCOMING DATES.

THE STOCKPORT GLIDING CLUB.

On Oct. 21 the inaugural meeting of the Stockport Gliding Club will be held in Crossleys Café, Market Place, Stockport, at 8 p.m.

AN IMPORTANT MEETING IN THE NORTH.

On Oct. 25, at 3 p.m., the Association of Northern Gliding Clubs are holding a meeting at the Hotel Metropole at Leeds. A representative of the *British Gliding Association* has accepted an invitation to be present.

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