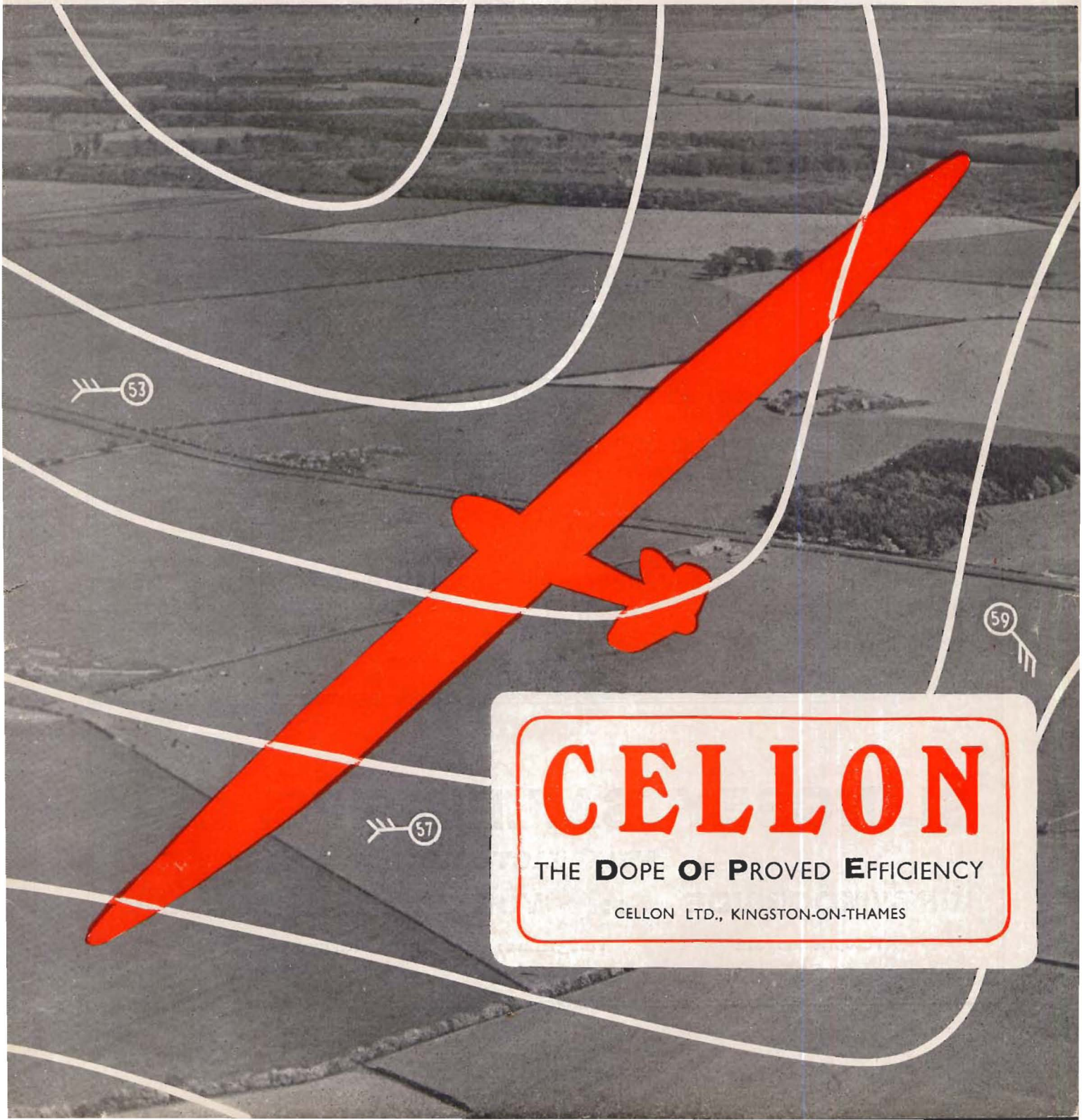
SAILPLANE AND GLIDER

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1939
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Official Organ of the British Gliding Association

EDITED BY ALAN E. SLATER



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Air Defence Cadets

SEVEN hundred Air Defence Cadets were to have been trained at gliding clubs this year. Several of the September camps were cancelled, but nevertheless 600 Cadets have attended the courses, and 100 of these completed their training after war had begun.

The full statistics of the year's work have now been published, and show that 205 "A" and 7 "B" certificates were earned by the cadets, and 9 "A," 6 "B," and 4 "C" certificates by their officers, all of whom, probably, had already had aeroplane experience. Of the cadets, ten from each squadron of 100 were chosen for gliding, and only 10 squadrons did not gain certificates at all. Squadrons which did best were Cardiff and Bradford, with 10 "A" certificates each, and Wandsworth, with 9 "A" and 4 "B."

Eight gliding clubs took a hand in the training, and here is a table of the number of cadets they had for training and the number who obtained certificates in each club.

Club	*No. of Cadets trained*	*No. who obtained certificates*	*per cent.*
Cambridge	27	13	48
Yorkshire	90	30	42
London	200	80	40
Oxford	60	22	37
Southdown	40	14	35
Newcastle	60	18	30
Midland	40	10	25
Derby & Lancs. ...	60	7	12

These figures must not be taken as necessarily showing the comparative value of the training at different places. The period covered is so short that the weather was bound to affect the results, and in fact the Derbyshire and Lancashire Club suffered from rain, high winds, or being in the clouds throughout most of each training period.

The clubs which have taken part in this training have had to enlarge their equipment for the purpose. They have laid in extra stocks of training machines, and some have put up special buildings to house and feed the cadets. They now want to know what is to be done with all this extra equipment, which will deteriorate with time and might as well be put to some use before that happens.

Apart from the difficulty of getting permission to lift even a primary glider off the ground, the answer is bound up with the fate of the whole organisation of Air Defence Cadets. Although these cadets have been working hard at R.A.F. aerodromes during the last three months, relieving the R.A.F. of a vast amount of work and thereby wearing out their own uniforms, which they have bought with their own money, the Air Ministry has refused to support them even to the extent of renewing their uniforms. Many squadrons have already had to disband in consequence, and it looks as if there will soon be few left from which to choose candidates for gliding training, even if it is allowed. But the blame, it appears, should not be put entirely on the Air Ministry. It is more the Treasury which is responsible for the situation. And how can the Treasury be got at?

Never Say Die

HERE are some extracts from letters we have received, showing how the spirit of the sailflying community refuses to be broken.

"As I sit reading by the light of a candle, stuck in a bottle—empty, I regret—in a deserted farmhouse somewhere in France, my mind often goes back to the pleasant surroundings of Dunstable Downs, and of happy days spent there. . . . When I received my October issue of THE SAILPLANE I was simply delighted."

From a manufacturer: "Judging from the numerous enquiries I receive from all quarters, there seems to be a lot of subdued interest in gliding from entirely new sources. After this war, I am certain that the sport will be even more popular, although even more poverty-stricken than ever."

From a well-known German sailplane pilot (whose name perhaps it would be inadvisable to publish): "Just my regards to you and all my other friends. . . . No soaring more here just now. But all is very quiet and therefore hard to imagine, that Europe is in war. Hope, not for long, because that's bad for soaring."

And, finally, a most welcome letter from the Soaring Society of America, who are most anxious that THE SAILPLANE AND GLIDER should carry on, suggesting ways in which they could help to keep it going. All of which is most heartening.

THE SAILPLANE will continue for the present to appear every two months at the usual price per copy, and 5s. 6d. will still cover six issues.

Review

Silent Flight. By ANN C. EDMONDS. Illustrated by PATRICK NICHOLLS. London: Country Life, Ltd. Price 5s.

The 'phone number of the Branchester Gliding Club is 419; the club site includes a Bowl and a Bastion, and there is a zoo close by. In this book you will also meet your friends Bill, Dick, Jack, Brown, and Michael, though as most of them are tall, blond, and sunburnt, you may not distinguish one from the other. This, the first book of gliding fiction in England, is written primarily for those in the same age group as Brian and Jane, the twin sixteen-year-old hero and heroine. But if you buy it for such an one's Christmas present, you will soon find yourself engrossed.

Escape By Glider

HOW two gliders were used, among other aircraft, to enable Polish airmen to escape from besieged Warsaw, was told in a remarkable story published in the newspapers on October 6th and 7th, and apparently translated from an account appearing in Paris. Unfortunately there is no indication whether the gliders were towed by the aeroplanes, or had engines hastily fitted to them, or were in fact "motor gliders" such as are known to have been in production by a Warsaw firm.

The story is told by Colonel Tadeusz Nowak, who had been in command of the city's anti-aircraft defences. These are his own words: "Having no 'planes to fight the enemy, I began hunting for a way to evacuate our airmen, so that they should not fall into German hands. I managed to find two gliders and various parts of aeroplanes. We began assembling the aeroplanes under enemy fire, in the courtyards of houses and in the streets, as the infantry were already fighting on the aerodrome. Using more than a thousand spare parts which had served as models in the aviation school, we succeeded in building a fighter 'plane of obsolete type, and it was in this that I got away.

"The Germans were already masters of part of the Mokotov airfield. I prepared for each pilot a take-off plan and gave him his course. We had previously decided to evacuate only those who were necessary for continuing the fight from foreign territory. We had seven machines at our disposal, made up of two gliders, a commercial machine, three baby aeroplanes, and one fighter.

"To enable us to take off, Polish troops attacked the enemy with grenades and bayonets while the airmen lay flat on the ground and waited their turn to leave. But the light from many fires made our getaway difficult. I had ordered my pilots to hedge-hop after taking off, but the Germans got their machine guns to bear on us. Nevertheless, all seven machines got into the air. After I had crossed the German line I gained height, climbing to 6,000 ft., from which, just before entering the clouds, I could still see the many fires burning. On reaching 10,000 ft. I set a course for the south."

The American Contest

THE following comments on Wolf Hirth's account of the Tenth American National Contest, published in the October issue, are sent by the General Manager of the Soaring Society of America:—

1.—There is apt to be some confusion in the designation of the various types of gliders, since the term "intermediate sailplane" designates a different type of ship in England than it does in the United States. In the United States, any craft with an enclosed fuselage and an aspect ratio of less than 10 and a wing loading of less than 2.5 lb. per sq. ft. is known as a Utility. These figures are approximate. The performance figures in as well. Anything above these specifications is known as intermediate, or high performance. The Utility type has been developed to such an extent in this country that it is replacing the Primary for gliding training. The same craft is excellent for soaring training, also, and numerous blind flights have been made with them. The specifications of the FRANKLIN UTILITY, the most successful to date, are:—

Span	36 ft.
Area	180 sq. ft.
Aspect ratio	7.2
Weight empty	225 lb.
Gliding angle	16:1
Sinking speed	3 ft. per sec.

The fuselage and tail surfaces are of welded steel tube construction. The wings are two spar wood and fabric braced by two steel streamlined struts to each wing.

To get back to the contest; most of the craft entered were of the class of the WOLF, GRUNAU BABY, RHÖNBUSSARD, etc.

2.—Wolf Hirth apparently misled you concerning the SCHWEIZER two-place metal sailplanes. First, there is an extensive use made of self-locking nuts on many of the fittings. These nuts contain a fibre ring that bears against the threads of the bolt, and, for reasons that I will not attempt to explain here, prevents the nut from unscrewing. They require no external locking device. Their use is approved by the army and navy and the Civil Aeronautics Authority. Most Germans that I have known have never heard of them.

Second, the metal skin carrying the torsion loads on the leading edge of the wing is attached to the ribs by self-tapping Parker-Kaylon sheet metal screws. These screws are made of hard steel and look like wood screws. They are inserted with a screwdriver and they cut their own thread in aluminium alloy or steel sheets. Their use is restricted on powered craft because of engine vibration, but they have proven entirely satisfactory on gliders. The Schweizer brothers have been using a metal Utility for primary training for three years without any difficulty. The Soaring Society of America's SCHWEIZER two-seater has been towed over 5,000 miles on the trailer this summer, with over 100 hours of soaring without one screw coming loose.

These screws are not used on highly stressed parts.

3.—Brown's 280 mile flight is now the official American distance record, and will very soon be recognised as the official American goal flight record.

The BABY ABATROSS is in the same class as the WOLF or KESTREL, but slightly inferior to either of them.

(See *Soaring*, April, 1938, and July, 1939.)

A Gliding Holiday in Rumania and Poland

By A. H. YATES

UNTIL this year there was only one small gliding school in Rumania run by workers at the State Aircraft Factory at Brasov, some 100 miles north of Bucharest, and the country possessed only five "Silver C" pilots, four of whom had completed their tests in Poland.

Early this year the Rumanian Government announced its willingness to make a substantial grant to the gliding movement. A "Sailplane Commission" was immediately formed and large orders were given for GRUNAU primaries to Germany and for SALAMANDRAS to Poland.

While on holiday in Bucharest in August, I met Jon Salaru—a member of the commission—and was invited to spend a week-end at their chief site at San Petru, near Brasov. With a new Chrysler ten-seater lorry of apparently infinite horse-power we towed a new SALAMANDRA to San Petru, on an admirable motor road. (Unfortunately almost all the other roads are indescribably bad so that a retrieve may take several days.) The site consists of a ridge varying from 200 ft. to 400 ft. above the valley, facing S.E. and N.W. A thickening of the ridge at the ends allows soaring in winds of almost any direction. Landing at the bottom is usually cross-wind in the narrow strip fields characteristic of Eastern Europe.

The hangar at the top of the hill was being enlarged and contained a dozen primaries, 4 G.B.'s, 4 SALAMANDRAS and an old two-seater GÖPPINGEN. The first high-performance machine, a DELFIN, had just been delivered from Poland in two flights of 100 miles each by one of the instructors from Bezmiechova. He followed these by a goal flight from Bucharest to Constanza—126 miles.

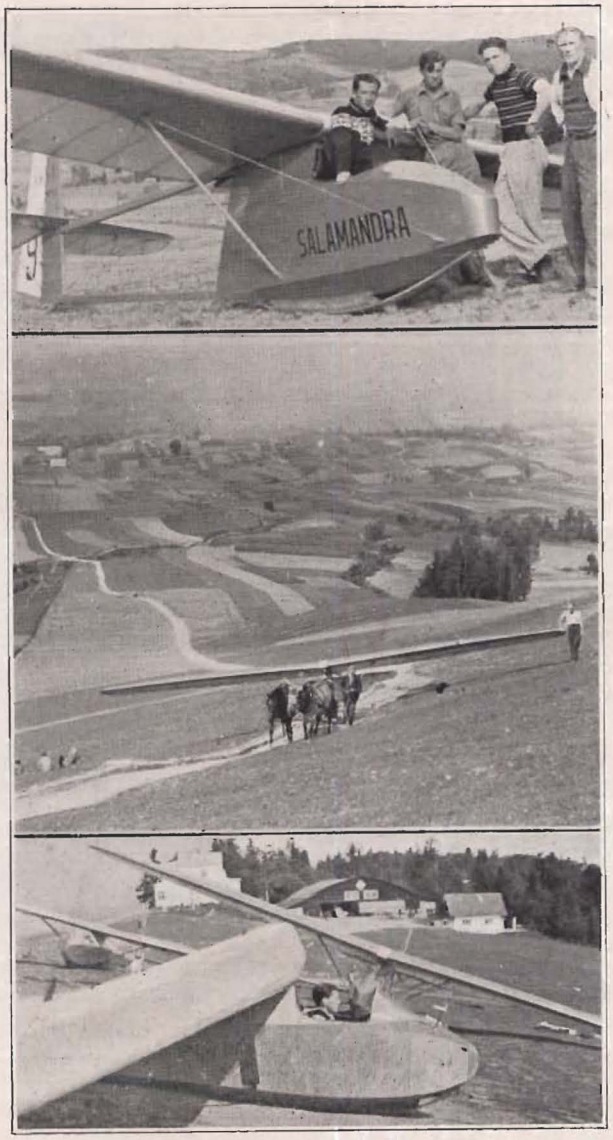
A model glider meeting was in progress when we arrived and we were in time to see a 5 ft. span model climb in large circles to cloud base in a cold front. The model landed some 20 minutes later about a mile away. A world model distance record of 41 miles was set up this summer in Rumania.

At San Petru I met the rest of the "Sailplane Commission" and Egon Nasta, Rumanian Director of Civil Aviation, who gave me permission to fly.

After one GRUNAU descent it began to rain and continued for 36 hours, so I was forced to return to Bucharest without any further flying. I was, I believe, the first Briton to glide in Rumania!

On August 23rd I left Bucharest for Bezmiechova, the famous Polish school described in the last issue of THE SAILPLANE. I was rather disappointed to find myself the only foreigner among some 80 Poles. The remainder of the English contingent failed to arrive, and for a week I amused myself with SALAMANDRA, SROKA, and KOMAR. The wind blew along the hill all the week but, thanks to the high ridge and a little thermal activity, descents averaged about 10 minutes.

There was nobody who spoke English, but my French and a little German sufficed for essentials—except when I flew the SROKA for the first time at 10 km. per hour slower than instructed; that made them shut their eyes!



Scenes at the Polish gliding school at Bezmiechova, visited by Mr. Yates on the eve of the war, and now incorporated in Russian Ukraine. Top: a "Salamandra," and some of the British party who took a training course on a previous occasion. Centre: a "Salamandra" returning up the north slope which, though not steep, provides good lift, and on which down-wind up-hill landings are customary. Bottom: a "Komar" about to start from in front of the clubhouse.

I had heard no political news since the Russo-German Pact was signed on the day I left Rumania. I was, therefore, rather surprised when the gliding school closed on account of the general mobilisation on Wednesday, August 30th. I went to the British Consul at Lwow next day and was told to make for Latvia. After three nights in various troop trains in total darkness, and occasional bombing raids, I reached Riga. It then took 14 days to reach England via Estonia, Finland, Sweden, and Norway. Finland, by the way, has 65 per cent. of its area water and 30 per cent. forest, so would have made a very interesting country for the 1940 Olympic gliding competitions!

I had arranged to spend part of September in the U.S.S.R. where, armed with an introduction from the President of the British Gliding Association, I had hoped to get the lowdown on Russian gliding. That must now wait.

Ten Years Ago

THE British gliding movement is exactly ten years old. But few of those who are in it know how it was born, so we have asked Mr. D. C. Culver, who took the leading part in that operation, to celebrate this important birthday by describing the event. Mr. Culver served in the R.N.A.S. and R.A.F. in the last war, and in August, 1918, was shot down near Dixmude and made a prisoner of war. He obtained his "C" certificate with the London Gliding Club in July, 1931.

Soaring history was made in 1929. It was the year in which sailplanes finally threw off the chains which had bound them to hilly country. So it would be timely to give a list of the principal sailflying achievements of that year, which were responsible for the re-awakening of interest in Britain. Here they are:—

APRIL 3RD.—Johannes Nehring attempted to win prize of RM 5,000 (£250) offered by *Grüne Post* newspaper for the first soaring flight of 100 kilometres. Soared along Bergstrasse (a range of mountains south of Darmstadt), but landed after 70 km. near Ubstadt while trying to cross a 12-mile gap.

APRIL 14TH.—Robert Kronfeld, at Wasserkuppe, climbed to 4,183 ft. under a cumulus: unofficial world's altitude record (beyond range of barograph).

APRIL 25TH.—Nehring tried again along same route, and got let down in the same gap: distance 72 km. (45 miles—world's record); height under cumulus 3,966 ft. (official world's record).

MAY 4TH AND 5TH.—First soaring contest in U.S.A. at Long Beach, California: 8 machines.

MAY 9TH.—Kronfeld tried for *Grüne Post* prize along Teutoburger Wald, a line of low hills in N.W. Germany; let down in a gap after 35 km.

MAY 15TH.—Kronfeld tried again and succeeded by using cloud lift to cross gaps; went 64 miles—just over 100 km.—and won the *Grüne Post* prize.

JULY 18TH.—Start of 10th annual Rhön contests on Wasserkuppe; 36 sailplanes entered.

JULY 20TH.—Kronfeld made world's first *deliberate* thunderstorm flight; Wasserkuppe to near Jena: 89 miles (world's distance record), 7,084 ft. (world's height record).

JULY 22ND.—Wolf Hirth made out-and-return goal flight, 6½ miles each way, Wasserkuppe to Schweinsberg.

JULY 30TH.—Kronfeld, flying blind in cumulus, reached 8,494 ft. (world's record) and soared from Wasserkuppe to near Bayreuth, 93 miles (world's record). Groenhoff, with passenger, went 22 miles and reached 4,183 ft. inside cloud; both world's records for two-seaters.

SEPTEMBER.—Russian contest in Crimea: 20 machines.

OCTOBER 7TH.—In Alleghcny Mountains, W. Klemperer soared 1 hr. 40 mins., went 16 miles and climbed 600 ft.: all three records in U.S.A.

OCTOBER 19TH (3.19 p.m.) TO 20TH (6.3 a.m.).—Oberlt. Dinort soared at Rossitten, East Prussia, for 14 hrs. 43½ mins.: world's duration record.

NOVEMBER 2ND.—At newly-discovered site at Bezmiechova, Poland, Grzeszczyk soared 2 hrs. 11 mins.: Polish record.

DECEMBER 4TH.—"Gliding Lunch" in London (see below).

DECEMBER 10TH.—W. Hawley Bowlus raised U.S.A. duration record to 2 hrs. 47 mins.

How It Happened

By D. C. CULVER

THE inspiration for the present British gliding movement certainly came from *The Aeroplane* newspaper; I believe that Mr. Thurstan James was really responsible for the Gliding Number of *The Aeroplane* which was published on November 6th, 1929, but it had the benevolent blessing of the editor, C. G. Grey. The result of the articles on German gliding published in this issue was a flood of letters to *The Aeroplane*, amongst them being one from myself containing certain suggestions which apparently met with approval, for I was invited to call at *The Aeroplane* office for an interview with Mr. Thurstan James.

At this meeting I offered to undertake to organise a luncheon party at a West End restaurant at which anybody who was interested in the subject would be welcome. Mr. Grey and Mr. James agreed to push the lunch in *The Aeroplane* as soon as I found a venue and fixed a date.

There were, of course, certain difficulties. I had no idea of the probable number to be accommodated, and without this information restaurant keepers were chary of giving me a date. In the end, by giving a guarantee of a minimum of twenty-five, the Comedy Restaurant in Panton Street undertook to do the job and the date, December 4th, was fixed.

On the appointed day I arrived with Mr. Grey and Mr. James and found no less than 56 people present. I also discovered to my disgust that I was expected to take the chair.

Well, the Comedy gave us an excellent lunch and we then got down to business. I opened the proceedings by suggesting that those present should form a gliding club with a small subscription, find an easy site and purchase a ZÖGLING from Germany. I was followed by several speakers, amongst them being Mr. R. F. Dagnall, Mr. Marcus Manton, Mr. J. R. Ashwell-Cooke, Captain Latimer-Needham, "Jimmy" Lowe-Wylde, and Mr. Howard-Flanders. Eventually, round about 4 p.m., the party broke up, having accomplished very little except the installation of Mr. Howard-Flanders as Hon. Secretary, and myself as Chairman, of a body with vague ambitions, to be known as the "British Gliding Association."

That is the story of the "Gliding Lunch," as it has come to be known, and of the birth of that troublous and much-maligned body, the B.G.A. But it is not

the full story, for Mr. R. F. Dagnall followed it up by building, and presenting to the B.G.A., "A.T.1," or, in other words, the R.F.D.-built American trainer which is now universally used in this country and known affectionately as the DAGLING; he also imported a ZOGLING from Germany.

Later, following a further lunch at the Comedy, which might be described as a sub-committee meeting, the London Gliding Club was formed. At this lunch were a select few of the more enthusiastic element: Mr. Thurstan James, Mr. C. L. Startup (also of *The Aeroplane*), Mr. Stanley Bradshaw, Mr. Ashwell-Cooke, Mr. Blythe, Mr. Leslie Melville, and myself. Jimmy Lowe-Wylde was busy forming the Kent Gliding Club and building B.A.C.1. The highbrow portion of the B.G.A. was making rules and pinning flags on a map as each day a new club was formed, but it was also raising money: £1,000 from Lord Wakefield and sundry smaller amounts combined to set it up in an office and devise a plan to import Herr Kronfeld and the WIEN to Itford Hill in June, 1930. The *Daily Express* gate-crashed the party with Maggersuppe and a PROFESSOR, but it was a good party and really got British gliding on the move.

Gliding in Finland



The National gliding centre at Jamijärvi, in south-west Finland. Inset: T. Nissenen, the moving spirit of Finnish gliding.

From "Flugsport."

ONE single enthusiast, Toivo Nissinen, has been largely responsible for the development of gliding in Finland. He started a small "Club of Dilettantes of Motorless Flight" in Vasa in 1932.

In 1934 a strong fillip was given to the movement by the visit of a German expedition with three high-performance sailplanes and a towing aeroplane. Since March, 1935, gliding in Finland has been subsidised by the Government through the Ministry of Transport, which has a special Inspector of Gliding, while detailed control is exercised by the Air Defence League.

Things got moving in 1935. In June, while five members of the Polytechnic flying club of Helsinki were away at a course in Poland, two German instructors, Ernst Philipp and Dr. J. Küttner, held instruction courses at Helsinki, Viipuri, Tampere, and elsewhere. (Philipp flew his own tail-less sailplane at the Rhön in 1933, and Küttner later achieved fame in the Moazagotl air wave.) More Germans, including Hanna Reitsch, came over in August to give demonstrations in high-performance machines.

Jamijärvi, now the national gliding centre, 135 miles north-west of Helsinki, was founded in 1935. It was chosen as the result of a competition. There is a good south-west slope, and thermals are also stated to be good, being commonly 10 to 20 ft. on sunny days, with a maximum of 40 ft. per second. Perhaps this is because there is a large area of forest to the west and a large lake a mile or two to the east. Aero-towing is on tap. During 1937 there were 31 flights exceeding 1,000 metres altitude.

In the school buildings there are beds for 150. Two hangars house 30 or 35 sailplanes, and another can accommodate three aeroplanes. There is a large workshop, a tower for drying and airing parachutes, a meteorological station, a motor ambulance and three hospital beds for it to feed.

The latest available training statistics, for 1937, show that in that year 247 pupils took courses at Jamijärvi and gained 100 "A," 65 "B" and 41 "C" certificates. Finnish records were set up there in the same year by a flight of 7 hrs. 44 mins. in thermal currents, during which a climb was made to 6,890 ft. above release. In summer, it is alleged, thermals continue for 10 to 12 hours, compared with five to eight hours in most European countries, and massive cumulus clouds are seen during the night.

Every year a group of Air Force pilots (16 last year) is sent to Jamijärvi for training in gliders.

Dr. Küttner, in the course of his visit to Finland, travelled to Lapland (though without his sailplane) to investigate soaring possibilities in the Polar regions in summer. He found that well-developed cumulus clouds were present on 75% of the days, and the same applied to thermal bumps, according to reports from the aerological station at Kemijärvi, which is just on the Arctic Circle. Thermals there often reached 30 ft. per second and more. Thermal activity continued for 12 to 15 hours of the day, or twice as long as in Germany. Cloud streets, he found, tended to be particularly well developed, but unfortunately they usually led to almost uninhabited regions.

Gliding Certificates

The following gliding certificates for which qualifying flights were made on the dates shown, were granted by the Royal Aero Club in September:—

"A" Certificates

No.	*Name.*	*Club.*	*Date.*
1522	B. A. Mau	Newcastle	13.8.39
1523	P. Craig	Newcastle	9.8.39
1524	A. E. Eustace	Newcastle	9.8.39
1525	G. J. R. Robb	Newcastle	9.8.39
1526	I. G. Shrigley	Newcastle	9.8.39
1527	E. E. Flattley	Derby and Lancs.	31.8.39
1528	A. K. Halford	Derby and Lancs.	31.8.39
1529	D. Draper	Derby and Lancs.	31.8.39
1530	J. Field	Derby and Lancs.	31.8.39
1531	J. A. Key	Derby and Lancs.	31.8.39
1532	J. Large	Derby and Lancs.	31.8.39
1533	K. McKeand	Derby and Lancs.	31.8.39
1534	A. F. Delamore	Derby and Lancs.	28.8.39
1535	J. Bartrim	Yorkshire	17.8.39
1536	J. O'Brien	Yorkshire	17.8.39
1537	S. Tattersall	Yorkshire	17.8.39
1538	F. E. Johnstone	Yorkshire	17.8.39
1539	N. Coward	Yorkshire	17.8.39
1540	D. Foulger	Yorkshire	17.8.39
1541	G. Daynes	Yorkshire	17.8.39
1542	K. Crouch	Yorkshire	17.8.39
1543	E. G. Davis	Midland	21.7.39
1544	E. T. H. Fearon	Midland	23.8.39
1545	F. B. Hatwell	Midland	23.8.39
1546	D. H. Dennett	Midland	13.8.39
1547	P. Skelcher	Midland	21.8.39
1548	O. Goodman	Midland	22.8.39
1549	E. Goodman	Midland	26.8.39
1550	J. A. Finlayson	Yorkshire	28.5.39
1551	P. E. Lockwood	London	1.9.39
1552	R. Panter	London	28.8.39
1553	G. Pennett	London	28.8.39
1554	R. F. Offord	London	28.8.39
1555	A. R. Moore	London	30.8.39
1556	R. F. Andrews	London	30.8.39
1557	P. R. Lear	London	28.8.39
1558	J. Turner	London	28.8.39
1559	T. J. H. Tyson	London	28.8.39
1560	M. K. Rowe	London	28.8.39
1561	L. H. Wells	London	28.8.39
1562	R. C. Taylor	London	28.8.39
1563	J. C. Jackson	London	28.8.39
1564	O. C. J. Lippold	London	28.8.39
1565	D. J. Hawkins	London	28.8.39
1566	D. A. Spall	London	28.8.39
1567	D. M. Wilkins	London	28.8.39
1568	M. F. Walker	Southdown	26.8.39
1569	F. Barnes	Southdown	26.8.39
1570	G. Smith	Southdown	27.8.39
1571	J. Curtis	Southdown	25.8.39
1572	P. J. Teague	Southdown	26.8.39
1573	R. Tanner	Southdown	25.8.39
1574	C. T. H. Price	London	28.8.39
1575	D. D. J. Carter	London	28.8.39
1576	C. J. McCrane	London	S. Africa
1577	C. G. Burchardt	Oxford	15.7.39
1578	L. R. Armitage	Oxford	20.8.39
1579	P. Graham	Oxford	20.8.39
1580	A. G. Cooke	Oxford	23.8.39
1581	Marion A. Pearson	Yorkshire	27.8.39
1582	P. Griffin	Yorkshire	18.8.39
1583	A. F. Hefferman	Yorkshire	27.8.39
1584	R. L. Fisher	Yorkshire	16.8.39
1585	G. R. Pain	Newcastle	12.8.39
1586	M. H. Manthorpe	Southdown	27.8.39
1587	G. Waters	Southdown	27.8.39
1588	F. S. Ducker	Cambridge	19.8.39
1589	J. R. Dean	London	14.9.39
1590	G. T. Smyth	London	26.7.39
1591	J. H. M. Smith	London	1.7.39
1592	R. S. Burton	Midland	27.7.39

"B" Certificates

No.	*Name.*	*Club.*	*Date.*
1534	A. F. Delamore	Derby and Lancs.	29.8.39
1543	E. G. Davis	Midland	21.7.39
1544	E. T. H. Fearon	Midland	27.8.39
1547	P. Skelcher	Midland	23.8.39
1548	O. Goodman	Midland	26.8.39
1550	J. A. Finlayson	Yorkshire	16.7.39
1577	C. G. Burchardt	Oxford	16.7.39
1582	P. Griffin	Yorkshire	24.8.39
1590	G. T. Smyth	London	6.8.39
1591	J. H. M. Smith	London	2.7.39
1584	R. L. Fisher	Yorkshire	24.8.39

"C" Certificates

No.	*Name*	*Club.*	*Date*
1499	E. B. Angold	Surrey	26.8.39
1543	E. G. Davis	Midland	22.7.39
1548	O. Goodman	Midland	27.8.39
1202	A. Harris	Derby and Lancs.	18.6.39
1576	C. J. McCrane	London	11.9.39
1591	J. H. M. Smith	London	2.7.39

The following certificates were granted in October:

"A" Certificates

No.	*Name*	*Club*	*Date*
1593	A. Baldwin	Yorkshire	27.7.39
1594	B. J. Beeton	Yorkshire	26.7.39
1595	P. Powney	Yorkshire	27.7.39
1596	D. Redman	Yorkshire	27.7.39
1597	T. I. Stanton	Yorkshire	27.7.39
1598	F. Thompson	Yorkshire	26.7.39
1599	T. Brearley	Yorkshire	26.7.39
1600	C. Wright	Yorkshire	27.7.39
1601	W. E. Mabbett	Yorkshire	27.7.39
1602	J. Lawley	Yorkshire	26.7.39
1603	E. Holroyd	Yorkshire	26.7.39
1604	K. Holden	Yorkshire	26.7.39
1605	L. E. Tear	Oxford	24.8.39
1606	S. C. Francis	Oxford	25.8.39
1607	W. J. H. Sheppard	Oxford	25.8.39
1608	B. Mairowitz	Oxford	25.8.39
1609	J. F. FitzGerald	Oxford	24.8.39
1610	R. Hillman	Oxford	25.8.39
1611	D. S. Stone	Oxford	24.8.39
1612	K. Entwistle	Oxford	28.8.39
1613	F. J. Joshua	Midland	7.9.39
1614	R. Bates	Midland	13.9.39
1615	K. R. Fidoe	Midland	12.9.39
1616	G. E. Annan	Midland	14.9.39
1617	W. A. Bryant	Midland	12.9.39
1618	E. J. Cook	Midland	14.9.39
1619	P. Hampton	Midland	14.9.39
1620	R. E. Hogan	Midland	13.9.39
1621	R. J. Merrett	Midland	14.9.39
1622	S. G. Murray	Midland	14.9.39
1623	J. Williams	Midland	14.9.39
1624	B. R. O'B. Hoare	Midland	23.4.38
1625	G. Read	Yorkshire	18.7.39
1626	J. Wright	Scottish Union	27.8.39
1627	R. G. Hodson	Oxford	10.8.39
1628	G. R. Moore	Oxford	25.8.39
1629	L. W. Thorne	Oxford	10.8.39
1630	E. G. Gulliver	Oxford	13.8.39
1631	G. C. Williams	Oxford	12.8.39
1632	J. C. C. Carter	Oxford	12.8.39
1633	R. F. Faris	Oxford	11.8.39
1634	L. S. Cuthbert	Oxford	12.8.39
1635	H. S. D. Swan	Cambridge	8.5.38
1636	Gwladys M. P. Rogerson	Scottish Union	24.9.39
1637	F. W. Paterson	Scottish Union	24.9.39
1638	T. Anderson	Derby and Lancs.	28.8.39
1639	P. L. Penn	Oxford	9.8.39

"B" Certificates

No.	*Name*	*Club*	*Date*
1590	G. T. Smyth ...	London ...	6.8.39
1591	J. H. M. Smith...	London ...	2.7.39
1475	L. G. Kiloh ...	Surrey ...	27.8.39
1613	F. J. Joshua ...	Midland ...	8.9.39
1624	B. R. O'B. Hoare ...	Midland ...	24.4.38
1625	G. Reed	Yorkshire ...	21.7.39
1403	B. B. Smith ...	Scottish Union ...	6.8.39
1002	A. Smith... ...	Scottish Union ...	6.8.39

"C" Certificates

No.	*Name*	*Club*	*Date*
1613	F. J. Joshua ...	Midland ...	11.9.39
1625	G. Reed	Yorkshire ...	1.8.39

N. P. Metcalfe

ON October 5th, 1939, Norman P. Metcalfe died at his home in Northern Ireland after a brief illness.

Mr. Metcalfe, a keen sportsman and an expert amateur mechanic, became interested in gliding upon learning of the successful Kronfeld demonstrations in England, and helped to form the Ulster Gliding Club in 1930. He applied himself to the new sport with the greatest enthusiasm, and through his untiring efforts as honorary secretary and instructor the Ulster Club has been able to continue operating when confronted with seemingly insurmountable obstacles. The high standard of maintainence in which the club fleet has been kept, without a professional ground engineer, testified to his great interest in constructional and repair work which took much of his spare time.

Rapid progress through the training stages proved his natural ability for flying, and, taking his "C" in a KASSEL 20 at Magilligan in July, 1932, he became the first man to soar in Ireland. This flight was indeed a remarkable achievement, and the inspiring sight of the club's original sailplane first encountering clouds and then re-appearing, glistening in the evening sunshine at 2,000 ft. above the coast, will always remain in the memories of the members who witnessed it.

By soaring over widely differing sites in Ulster Norman Metcalfe quickly mastered all branches of the art, and was first in the province to verify the thermal circling technique. In 1935 he flew a FALCON with the Ulster Club's team in the National Competitions at Sutton Bank. With a goal flight of 40 miles from Magilligan across the Sperrin Mountains to Aldergrove aerodrome, in the spring of 1938, he completed all tests for the "Silver C" but did not claim the document.

As Club Instructor he had the gift of inspiring confidence, but always insisted on new-comers having an extensive course of dual in the FALCON III before entering cockpits on their own. This policy enabled a comparatively small membership to operate a fair-sized fleet of machines as there was little crashery.

His instant readiness to help others, his great cheerfulness and fortitude, and his wonderful enthusiasm will always be remembered by his fellow gliders. The sincere sympathy of the gliding movement will be extended to his wife and family in their great loss.

C.A.B.

News from the Clubs

College of Aeronautical Engineering

A gliding club has been formed by students of the College of Aeronautical Engineering at Brooklands Aerodrome.

The college acquired an open DAGLING at the beginning of this year. After reconditioning by the students, this machine was auto-towed on Brooklands Aerodrome on June 2nd, and later a demonstration was given for Booklands Flying Club on Sunday, July 9th, when four tows were made to about 400 ft. Instruction started the following week-end on a marvellous site, over 1,000 yards long, on Litt's Farm, Byfleet, and up to the declaration of war about 600 tows have been made, and Pat Beatty and J. Riley have qualified for "A" certificates.

The method of training is entirely by auto-tow, a 50 ft. length being used for preliminary work, increasing to 1,000 ft. for "A" flights and circuits. The very short cable method has proved invaluable for the prevention of crashery, as by skilful driving the DAGLING can almost be flown from the car. The instructor drives the car and can see every movement the pupil makes throughout the flight, and even the expression on his face. In moments of strain he can even shout to the pupil.

There are about 25 active members. Progress has been extraordinarily good, and so far we have had no breakages.

The future of the club depends chiefly on the future of the college.

Ulster Gliding Club

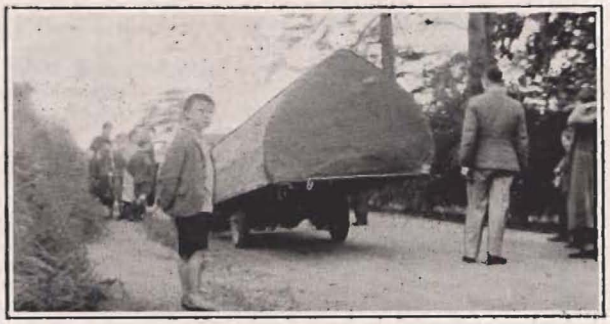
It is over a year since THE SAILPLANE received any news from the Ulster Club, but Mr. Liddell writes that 1939 has been one of the best years and he personally got in over 40 hours' soaring. "The club," he says, "has been going great guns."

There is now no gliding, as the club is given to understand that no civil flying is allowed. Magilligan is very little use in winter, anyway, as the prevailing wind is S.W. until March and the beach is so soft in winter; there are also the petrol restrictions.

We are sorry to hear of the death of Norman Metcalfe, from complications following influenza. He was one of the founders of the club, and for many years was secretary and wrote the club news for THE SAILPLANE. We have pleasant memories of his hospitality in May, 1934, when we visited the club for a week-end. On that occasion Mr. Metcalfe made the first cross-country soaring flight in Ireland, from Downhill to Limavady, *via* Binevenagh and Keady Mountain. The thrill this flight gave him resulted in a poem, too long for inclusion in THE SAILPLANE which began:

> Hooray! I'm away on a wonderful day
> In the SCUD, with Binevenagh beckoning.

His longest flight, still the longest so far done in Ireland, was one of 45 miles from the club site to Aldergrove on April 3rd, 1938. It included five miles across water, at the northern end of Lough Neagh. An obituary notice by Carl Beck, also one of the club's earliest members, appears in the adjoining column.



The Ulster Club's "Scud II" packed in its trailer beside the landing field at Limavady, just after the late Norman Metcalfe (seen on right) had made the first cross-country soaring flight in Ireland on May 26th, 1934.

Yorkshire Gliding Club

At the beginning of the war we all concluded that activities would automatically have to cease in common with the light aeroplane people. Apart from the problems that beset others, most of our members live at a considerable distance, and Sutton Bank is, of course, only approachable, with any convenience at all, by motor transport. We are also largely dependent on mechanical launching and this, in turn, depends on petrol.

Many of our members went away immediately to join the Forces, others have gone since, and the rest are having to throw more weight into their jobs of work. To mention a few of the ones on service; Verity was called immediately by the R.A.F.—to take up where he left off in 1918, presumably—Roy Watson is affected in the same manner. R. C. Pick has taken a Commission in the Ordnance Corps, and various others (notably Warren and Shaw), already of the R.A.F., are very much on duty and have not been seen since the beginning of things. Jimmy Brooke is in the R.A.F. and Saffery in the Fleet Air Arm. Numerous C.A.G.'s in the club are standing by hoping for the best, and others, who can leave their jobs, are desperately "pulling wires" and hoping for bells to ring!

Instruction Camps.—It is impossible to consult the log for August activities, as that volume has been evacuated and is "somewhere in Yorkshire" at the present time. The main spot in August was the instruction course, which finished on the last day before the war, and in consequence of which numerous participants in the course had to beat hasty retreat. If instruction camp weather is rotten, which it usually is (and it was!), we make a practice of extending the affair for an extra day. This day is always a Sunday; few fail to take advantage of the extension, and so far we have always had a soaring day. This time we had a war instead, and only two people were able to stay. The wind was anti-soaring and not a solitary "C" certificate was earned at the course for that reason. All but two of the *ab initios* got "A's" (out of those present for the whole course) and most of them "B's" as well, but our certificate record was indeed spoiled.

In the early part of August there was a short instruction course to take the place of the advanced course which had to be cancelled following the accident at Welburn, and although it produced a crop of "A's" and "B's," soaring weather was completely absent except on one day, when two or three "C's" were earned. Might we mention here that a number of people who qualified for certificates, and, through leaving hurriedly, did not apply for them at once, have not yet done so? It would be of assistance to the club if they would apply. The necessary "pink forms" with the data already inserted await them at the address of the Hon. Assistant Secretary, Netherfield, Mill Lane, Bardsey, Nr. Leeds.

The August camp was a success and lighter on the pocket than most; the only really expensive incident being a DAGLING write-off, by one of those chaps who did remarkably well until. . . .! As advertised, we were to have another camp in September, but (bitter wrench) we have had to return the money.

On the subject of money (in the absence of the Hon. Treasurer), it has been decided to invite all members to pay a war-time subscription of one guinea during the suspension of flying activities. This, in the hope that any members who have not been informed will rally round.

All private and club machines, together with a lot of stuff from Slingsby's, have been de-rigged and packed closely in the hangar; the furniture has been removed from the club house and arrangements made for regular inspection of the premises for maintenance of the lighting plant, and for keeping the place "aired" with fires. There has been some talk of letting for the duration.

The only other item of news is that we held a small reunion party at the "Fleece" at Thirsk three weeks ago, and it was decided to be thoroughly optimistic and try to run a dance some time near Christmas. Many, many members of other clubs have attended our dances at the "Fleece" in the past, so would anyone at all likely to be able to attend, please get in touch with the Assistant Secretary at the address given above?

[We hear from Mr. H. T. Blakeston, who organised the club's instruction camps for three years, that he is now lending a hand with the organisation of shipping convoys instead, with the rank of Temporary Probationary Paymaster Sub-Lieutenant, R.N.V.R. He writes from a Northumberland town: "When I first reported for duty and was told to find myself lodgings in this benighted colliery town, the first place I had a look at had several copies of THE SAILPLANE AND GLIDER in the sitting room, so I looked no further but settled in immediately. Unfortunately the owner of the SAILPLANES, Lt. Grice, of the Newcastle Club, had departed for somewhere in France with the engineers, so I was unable to renew an acquaintance with him which I had previously made at Sutton Bank in 1936."—ED.]

Scottish Gliding Union

With the coming of hostilities we had a slight panic, and during the second Sunday of war the time was spent putting machines away in store; five members on that occasion were present. The following Sunday, however, had not brought the *Blitzkrieg*, so instead of completing the packing we unpacked and did some primary work and have carried on on that basis since.

We have lost a number of members who are with the Forces, and one of our most useful, both as a pilot, a worker, and an energetic get-things-done man, is unfortunately confined in an Internment Camp, but we have strong hopes that we will obtain permission for his release and have him with us again.

New members have been steadily coming forward from Edinburgh and Glasgow, not to mention a goodly number of undergraduates from St. Andrew's University, some of whom we hope to see securing their "A's" before Christmas.

We hope to get permission to do some hill-scraping in the near future, and we have been most successful in getting petrol supplies for winch and tow cars.

Since operations commenced early this year we have been fairly fortunate as regards "crackery." The TUTOR has been damaged and repaired by the ground staff, Thorburn's FALCON has been practically taken to pieces, examined for any faults, and rebuilt, and has now developed golden wings with a red fuselage. The PRIMARIES have had one or two wing troubles, but these have only taken a few hours to repair. The NACELLE had an unfortunate crash due to it being left to the mercy of the wind for 15 seconds, which was enough. However, the wings and tail unit are well on the way to being completely repaired.

The club-house is having slight improvements and additions made to it by club members during the black-out evenings, and a new stove has been installed in the bunk-house.

We are pleased to announce the engagement of Mr. W. Lawson, at present with the R.F.A., to Miss Dorothy Sidey, both keen and energetic members.

It is proposed to hold a long week-end camp at New Year time as well as the Christmas period. We extend a cordial invitation to any other club members to visit us during the New Year week-end. We cannot guarantee soaring, but should the weather at this time be seasonable, and we have a snowfall, we can guarantee ski-ing, together with a sleigh ride to the site.

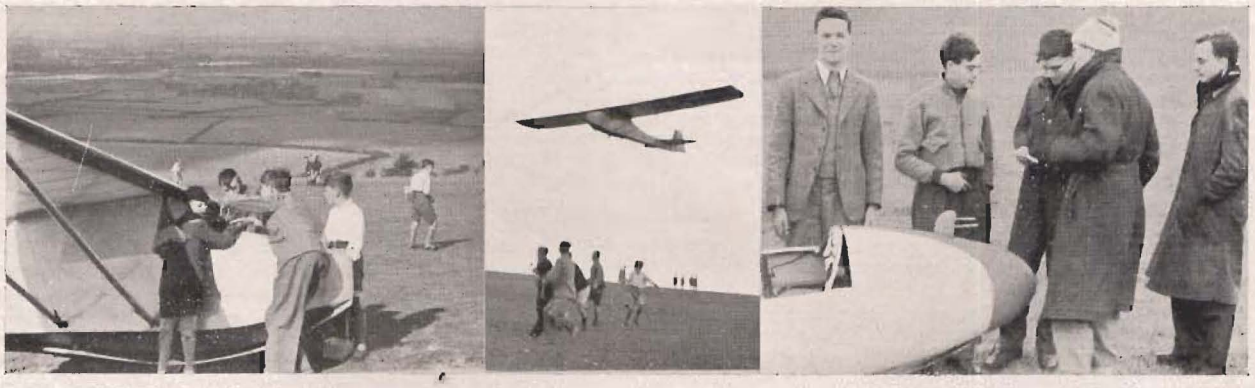
Now as to what we have done in the past few months since actually starting in April this year. (1) We have bought and erected by our own unaided hands one bunk-house, 44 ft. by 17½ ft., to sleep 20 members in nice comfortable spring beds. (2) Caused to have erected a large hangar with Belfast roof, sliding doors and all modern arrangements, in which four rigged machines at present repose, together with one which is in course of completion, it being built by a member to a design of his own and incorporating the many features which remain to be tried out. (3) Purchased a new winch car and tow car. (4) Built a new floor in the club room, installed Calor gas cooker, planted potatoes which have yielded a fine crop. (5) Done some road repairs which have since been completely ruined by other people's lorries. (6) Collected a few "A" and "B" and "C" certificates.

We made every endeavour to try building a KRANICH two-seater this winter, and wrote to D.F.S. to enquire regarding drawings, and had a letter from them stating that the application had been sent to the N.S.F.K. This was in early August, but no reply was ever received from the N.S.F.K.

Furness Gliding Club

A communication to the club from the B.G.A. quotes a letter from the Air Ministry which says: "The best thing gliding clubs can do is to close down and their personnel do something useful in the Services." Commenting on this, a club member writes:—

"The Air Cadet Corps is healthy and keen in Furness; the boys joined up on the promise of actual flying training, not merely to form fours and march in parades. They were promised some real Air Force training. We could let the cadets use the PRIMARIES if it is still permissible to do ground-hops. . . . There are 150 boys between the ages of 14 and 19, just dying to do some primary training in Furness alone. . . . Machines and equipment are at the moment valueless and they will depreciate and become a burden to clubs if the present ruling is to last a year or two. It would be cheaper to burn the lot now!"



Boys evacuated from the London "danger area," complete with gas masks, are here seen launching Mr. C. J. McGrane, of the Umtali Gliding Club, on his "C" flight in a "Kadet" during his English visit. On the right: five members of the Cambridge Club visit Dunstable with their "Cambridge I."

London Gliding Club

"Probably the only live gliding club in Europe" is the claim put forward in the latest club circular. So much so that the intention of closing for the winter as from November 1st, like the neighbouring Zoo, has been abandoned. People come in each other's cars, or by train, or by bicycle. Thirty is about the average attendance at week-ends, but it varies widely from half-a-dozen on a wet Saturday to 60 or 70 on a good west-wind Sunday.

The main hangar has been let to the Vauxhall Company and is now full of next year's models, but they are partitioned off and locked up in case anyone is tempted to use them for retrieving. In the Evans hangar and workshop, now amalgamated by removal of the partition, are kept six machines fully rigged; two GRUNAUS (the newest and the old Slingsby), one KADET, one NACELLE, and two open PRIMARIES; also the fuselage of FALCON III with tail rigged—its wings are in the first of the wooden huts. The RHÖNBUSSARD is in its trailer, and the rest of the club fleet, including eight primaries, is all dismantled and hanging up in the roof.

The long row of private owners' trailers has been dispersed to various points of shelter in south-east England. Five of them are in the Turveys' barn at Totternhoe, a mile away; thus does history repeat itself, for in early 1931, before any buildings appeared on the club site, the same barn used to house the entire club fleet (two PRIMARIES, a PRÜFLING and the first privately-owned SCUD I).

History is also going back on itself in regard to the club staff. Our two workshop assistants, Quinn and Holland, left us in October and immediately found employment in Gurney Grice's works in Dunstable. The full-time man at the bar, a recent innovation, went in September. So now our faithful Mr. Walker is once again in sole charge of the club's two chief sources of income—the aircraft and the drinks.

Hervey, our chief instructor, has, we regret to say, been away ill. His familiar cry of "Lifting!" has not been heard in the land for a couple of months—and all because he took his own advice, not wisely but too well. In trying to lift the two-seater he displaced something in his spine instead, with results that were at first mistaken for persistent sciatica and kept him in bed. Now he is nearly recovered. Meanwhile Mrs. Collins carries on the office work.

This year's chairman, Wills, is so busy as ferry pilot that he has handed the job back to Hiscox, who is going all out to keep the club going. We are also indebted to Hiscox's firm for dozens of yards of black-out material for the extensive windows of the bar and the upstairs room.

The club's ground of 135 acres has been let to Mr. Turvey, of Totternhoe, for grazing, except for 14 acres, which he is going to plough up. The ploughed area includes not only the new field, but extends down to the rabbit warren, and it remains to be seen how this will affect the "normal landing" required for an "A" certificate.

The lean-to roof behind the workshop, put up early this year as shelter for the three winches and five retrieving cars, has been fitted with brick walls and thus becomes a closed shed. The club's monthly petrol allowance of 100 gallons has proved ample for retrieving, winching, and hill haulage. It has been thought prudent to make the storage tank burglar-proof.

And now for detailed activities. The practice of writing them up day by day was abandoned some years ago, but in view of the times we feel justified in resuming it.

September Camp.—For this, probably the only war-time gliding instruction camp ever held, twelve applicants had been booked, but all cried off except two, Dean and McGrane. They were joined later by Dr. Jameson, of India, who had attended the August camp.

C. J. McGrane is one of the founders of the Umtali Gliding Club in Southern Rhodesia, and a history of the club, written by him, was published in THE SAILPLANE in November last year. Since then his club has obtained a KIRBY KITE, in which McGrane has made several attempts to get a "C" in thermals, but they always lasted just under the five minutes. However, he got his "C" at last during this camp on the 11th, while on the 14th Jamieson got "A" and "B" and Dean his "A." The camp lasted from the 8th to 17th.

Saturday, September 9th.—First war-time launches: 29 ground-hops by camp members and others.

Sunday, September 10th.—The new GRUNAU was got out and winched 17 times into a strong soaring wind. All pilots had orders to keep below 50 ft., and this gave them sufficient air speed to perform any antics they chose, to the confusion of the public just below. Thermals were excellent and those who threw an occasional circle in one had to dive out again in a hurry.

Nicholson, Briggs, and the two Bergels paid their last visits, Briggs before joining the British Expeditionary Force, and Nicholson highly delighted at having become a professional meteorologist in the Fleet Air Arm (qualifications—gliding experience). Others who soared were Dixon, Bucknall, Ivanoff, Kearney, Lacey, Sproule, Wright and Wheatcroft.

Monday, September 11th.—McGrane got his "C" in KADET, staying up 18 minutes—the first war-time "C." Peal and Kearney soared GRUNAU. A party of evacuated children from north-west London swarmed all over the club ground, helped with launching and generally got in the way. Suddenly they all disappeared, and in no time the entire club fleet in the hangar became afflicted with the jitters—rudders, elevators and ailerons being in continuous motion, and it was quite a time before the last cockpit was emptied and order restored.

Next day Wright, in GRUNAU, was the only one to soar.

Wednesday, September 13th.—GRUNAU was winched and soared (Wilbur 52 minutes), NACELLE descended the hill, and a PRIMARY hopped.

Thursday, September 14th.—Dean, after 23 ground-hops, was considered fit to go off the top and got his "A" (32 secs.). Jamieson obtained "A" with 45 secs. and "B" with 47, 50, and 62 secs.

Friday, September 15th.—Greenshields, using the new GRUNAU with the back-placed hook and pulling hard back, got up to 1,000 ft. in a strong wind with hardly any cable wound in at all. This was the last soaring wind for a month.

Saturday and Sunday, September 16th and 17th.—North wind throughout the week-end. Each day there were winch-hops in NACELLE and winch launches to 1,000 ft. in GRUNAU; on the Sunday slight cloud lift was apparent.

Sunday, September 24th.—GRUNAU winched 11 times and PRIMARY hopped 38 times; longest flight was by Grant, five minutes.

Saturday, September 30th.—FALCON III two-seater made its first war-time flight, with Hiscox. Wills made his last appear-

ance, having push-biked 11 miles from his Berkhamsted home, which he leaves to-morrow for his new job.

Sunday, October 1st.—FALCON III and GRUNAU winched alternately into a stiff N.N.W. wind. Greig found a 10 ft. per sec. thermal at the top of his launch, and declared that if he had been in his GULL, which has better penetration than a GRUNAU, he would have succumbed to the temptation to go off across country, to the bewilderment, no doubt, of Britain's anti-aircraft intelligence service. The primary hit a pair of retrieving wheels, bounced into a stall, and came to earth in a tail-slide.

More cyclists arrived: Wright from his new home at Flitton and Ellis from Barking, 40 miles away to the S.E. (note wind direction and strength), to which he returned by same bike in the evening.

Saturday, October 7th.—The wind, after being northerly for three weeks, boxed the compass yesterday *via* east, south and then west, to reach N.W. this morning and veer onwards to N.N.W. after some fronts in the afternoon, so we were no better off than before. Going to do some hill-top launching, we found the hill winch had been forced open, the petrol stolen by breaking the petrol pipe, and much other unnecessary damage done, so hill-toppery was off for the week-end. Ground-hops and GRUNAU winches instead.

Sunday, October 8th.—GRUNAU and FALCON III winched into an east wind. Wheatcroft, who ranks No. 1 in assiduity of attendance and number of launches since war began, forsook sailplanes and had three high winches in an open PRIMARY.

Wednesday, October 11th.—With a S.E. wind GRUNAU had extra long launches by starting from outside the club ground to the north, near the foot of the Bowl; it reached 1,100 ft. and the longest flight was 4¾ minutes.

Saturday, October 14th.—Yesterday, as the previous Friday, the wind boxed the compass, but the other way round, going from W.S.W. *via* south, east and north to N.W. by this afternoon. The result was an almost soarable wind in which Stephenson did best with a flight of 16 minutes. Next best was five minutes, and the 10 winches in GRUNAU added up to 57½ minutes in all.

Next day, Sunday, it rained continuously, and the only business done was de-rigging FALCON III to make room for the Vauxhalls. Marcus Manton and Mrs. Manton turned up; once an integral part of the club's backbone, they now come about once a year and still find a relic or two from the personnel of the old days.

Saturday, October 21st.—The sight of most of the club fleet stowed away (dismantled) in the roof, the main hangar empty and separated off, brought the changed times home to everyone. GRUNAU winched nine times into light N.W. wind.

Sunday, October 22nd.—The day started with the whole place enveloped in fog, but as soon as it began to break up about noon Wheatcroft was launched into it. He disappeared into one patch, came out at the top, and climbed into another. After releasing the cable inside this, he blindly turned over sideways and came out wing first. Stephenson shot up and scattered the evacuees who were messing with the hill-winch. Sproule shot up the launching spot twice in one flight, first down-wind (light N.W.) and then upwind, with a spectacular zoom between. Greig looked resplendent in R.A.S.C. uniform—he will soon be in France supplying the mechanised troops with petrol. Mrs. Price came all the way from Liverpool on a motor-bike, her husband being now at Speke. Others to fly GRUNAU were Beck, Dixon, Lacey, Rutherford, Smith, Miss Thring, R. Pasold, Waghorn, Wilbur, and Williams.

Visitors included C. Boultbee, former ground engineer of the Derby and Lancs. Club, now at Pinner; and P. G. Walker, former secretary of the Cambridge Club, also assistant editor of THE SAILPLANE during August, who is one of the only two recommended as Meteorologists by the University Recruiting Board—the gliding experience did it!

Monday, October 23rd.—Why is it that people who invent safety devices for gliding always arrange that they only work under normal conditions, but pack up as soon as something unusual occurs and they are urgently needed? To-day Williams was winched into a strong west wind in GRUNAU and drifted off sideways on the way up. He then turned round and made for the hill with the cable still on. Walker, at the winch, immediately started banging on the chopper but nothing happened, because the cable was so far out to one side that the chopping blade didn't engage it. However, Williams soon found himself going into a terminal dive, so he pulled the release and all was well.

Tuesday, October 24th.—Good soaring in the morning; Fender did 49 mins. and Dixon 43 mins. Another GRUNAU was rigged, and Wheatcroft tried for "Silver C" duration, but only managed 1 hour 18 mins., because at 1.30 a "front" shower came over and removed the wind.

Wednesday, October 25th.—Another good soaring wind in the morning, but again it dropped in the afternoon. So the only long flight was 43 mins. by Dixon, and the second GRUNAU, the Imperial College KITE and the KADET were too late to catch the lift partly because our only working launching-winch packed up and everything had to be hauled up the hill.

Sunday, October 29th.—Rain throughout Saturday continued till this afternoon, after which, with a north wind and no winch, all that could be done was primary auto-launches by "C" pilots. The PRIMARY was put through amazing contortions, to the growing horror of watchers in the clubhouse who thought that beginners were being trained. Lacey tried flying it hands off, but its tail dropped like a brick and he only just recovered in time.

Saturday, November 4th.—Ground-hops much delayed by a kitten in the DAGLING wing, finally enticed out by a saucer of milk after 15 minutes' drumming on the fabric had failed to dislodge it.

A party came over from Cambridge, including two aeroplane pilots of great experience, who were allowed hops on the primary. Ashwell-Cooke turned up and disclosed that he does something at a certain aerodrome where people arrive from overseas. Terence Horsley, formerly of the Manchester *Dispatch*, then managing editor of the *Newcastle Journal*, and now in London, who has done so much to make the northern public glider-minded, paid his first visit to Dunstable and joined the club on the spot as a flying member. Stuart push-biked from London.

Sunday, November 5th.—Wind, which had been S.S.E. yesterday, became W.S.W. this morning but backed and became unsoarable after 3 p.m. First off the top was CAMBRIDGE II, brought from Croydon by Hatcher and Copeland, who each flew it twice. This machine appears to fly best with its nose reared up well above its tail—a dreadful sight to watch, but evidently nothing to worry about. Riley (55 mins.) and Yates (1 hr. 25 mins.) had the Imperial College KITE to themselves. The two GRUNAUS put up 10 flights between them, and FALCON III took up five passengers in turn, piloted by Hiscox and Edmunds. Latto got his RHÖNADLER out of the Turvey's barn and managed 14 mins. before the wind failed. KADET did two descents, and NACELLE and PRIMARY were winched at the bottom. Finally, when the wind had gone S.E., Cole proved that our third-best winch was capable of launching a GRUNAU after all.

There were thus eight machines in action, and over 16 hours' flying was done. The best day yet since "it" started.

Wednesday, November 8th.—Blowing half a gale into the Bowl. Wheatcroft, after one sticky launch, succeeded in getting there, but after four minutes had had enough of it.

Keeble push-biked from Reading, 45 miles.

Saturday, November 11th.—Light east wind; 22 ground-hops.

Sunday, November 12th.—Winches into light southerly wind. Five members of the Cambridge Club brought the CAMBRIDGE I, which their club allowed them to borrow on condition that they paid the first £35 of any damage; so that, whatever they did to it in the air, they were all careful to land it intact.

A classic spin by an open PRIMARY concluded the day's aerobatics. Its pilot, going off the top for an "A," stalled it twice, and the second time it spun round half a turn and hit the side of the hill almost vertically. No bones were broken, but the local doctor had to do a little stitching. This particular machine was suspected to be tail-heavy.

Wednesday, November 15th.—Soarable W.S.W. wind which gradually abated. Hasler did a very pretty flight of an hour in KADET; Dixon, Lacey, and Smith soared GRUNAU, and Buckley had two tries for his "C" in NACELLE.

Saturday, November 18th.—Wind started S.E. on the ground, with upper clouds from west, but convection soon stirred things up and it became W.S.W. Later it backed, and there was an epidemic of undershooting on the northern approach, while the KITE dropped suddenly 50 ft. while crossing one of the inlets in the ridge. Two GRUNAUS and a PRIMARY also flew, and total for the day was 2 hrs. 31 mins.

Week-enders included Ann and Graham Douglas and Brian Powell from the Surrey Club, and a Yugoslav "B" pilot from Zagreb, now at Imperial College.

Sunday, November 19th.—Grand soaring wind all day, from dawn to black-out. Rumour had it that this might be the last soaring we should do for some time, so everyone went to it with a will. Ten machines were out, of which nine soared and the other nearly did; often there were six up together; the total time was 29 hrs. 1 min., the club earned close on £14 in flying money, and two "C" certificates were taken.

It is usual for those who stay the night in the bunk-house "so as to make an early start on Sunday" to wait for the arrival of the contingent from London before getting into the air; but even this custom was relaxed for the occasion, and the Imperial College KITE was hovering over Whipsnade in front of the writer's bedroom window well before 8.30 a.m. Yates was the early bird. Last home to roost was Cole in the CAMBRIDGE I, who landed in semi-darkness at 4.40 p.m.

The air was smooth except for topographical bumps, and beneath an overcast sky no thermals were reported. Probably because of this there was quite a sharp direction gradient; at ground level the wind was square on to the hill from west, but at 200 ft. above the top a northward beat took twice as long as a southward one.

We were delighted to see George Pirie about again; he had what must have been his first flight since an H-17 spun him into Roundway Hill in the spring.

Forty different pilots got into the air, and here is a list of who flew what:—

KIRBY KITE (Imperial College).—Yates, Powell, and Riley flew twice each, Yates opening the ball with 50 minutes, from 8.20 to 9.10 a.m.

Two GRUNAU BABIES (the "new" and the "Sling").—Manning, Wheatcroft, Horsley, Anson, Greig, Huxley, Cramer, Lee, Wilbur, Pasold, Arnold, Dixon, Ellis, Burnett, Grant, Smith, and finally, R. H. Shaw arrived just in time for a flip.

CAMBRIDGE I (Cambridge Club group).—Cole (2 flights), Mrs. Douglas (2), Bolton, Monson, and Pirie. Some talented person in this machine managed to climb into the lift from only half-way up the power-cable slope.

CAMBRIDGE II.—Hatcher (3 flights), Copeland (2). There was an excellent opportunity to compare the performance of the two CAMBRIDGES—or would have been, if they hadn't both been painted white.

RHÖNADLER.—Latto and Lacey—the latter's first experience of it.

KADET.—Walker (2), Davie, Lee, Grant, Slater.

NACELLE.—Buckley and Cooper passed "C" tests; Moos and Pickering tried unsuccessfully to do so but kept too far out; Neumark and Skrander also soared it.

Open PRIMARY.—Got out by Wheatcroft to see if he could soar it; he nearly did, but was a little too far from the hill.

FALCON III.—Took up passengers at the rate of three per hour; not more than three or four minutes spent on hill-top between each flight; in the air for 5 hrs. 8 mins. altogether; made 17 flights. Pilots were Hiscox (8), Lacey (6), and Ivanoff (3).

What they are doing.—In addition to those already mentioned above, there is the following news about absent members:—

Squadron Leader W. B. Murray is in France. Whether he has flown over Germany since he did so in FALCON III two years ago, we are not allowed to know.

Alec Barnard, on the committee for many years and specially active in looking after the club's social affairs, has suddenly changed his career as Solicitor in Dunstable and joined the Army; he was posted to the Artillery and left on November 15th.

Flying Officer L. C. Withall is an instructor somewhere in Northumberland. He is now engaged to Beryl Simon, original and genuine Hiscox's niece, who first joined the club in her early 'teens. Congratulations to both.

Peter Davis is flying instructor on an island in the Irish Sea. His brother Laurie is in Cheshire with N. W. Burnett.

O. H. ("Pop") Furlong first entered the Army as a Private, but is now Sergeant Instructor, R.A.F., and works a Link trainer somewhere on the south coast.

E. Read, of the GREEN WREN, is in France as a technical expert.

C. L. Ruffle is in a Balloon Barrage.

J. J. Stuart has a Commission in the R.A.F.V.R. (Administration and Special Duties) and is just off to the far north.

T. T. Davies, R. M. Dixon and others have been trying to get into the French Air Force, owing to rumoured absence of "red tape" there, but so far without success, and Dixon has lost patience and joined the Army instead.

Of those still able to turn up, R. H. Shaw is in London doing liaison work between R.A.F. and Navy; Stephenson researches on sound locators; Barry Bucknell is an A.R.P. fireman; Manning has moved from Airspeed's to Parnell's so can come oftener, and Wilbur has been accepted into the R.A.F. and is waiting to be sent for.

Christmas Cards.—The Club Christmas Card, as last year, is on sale at the bar. Those who can't come and buy it may write instead; the price, including postage, is 3s, 2d. per half dozen, and 6s. 3d. per dozen, from the Club Steward.

Summary of Flying.

Week ending:	*Days of Flying*	*Ground-hops*	*Timed Flights*	*Flying Time hrs.*	*mins*
October 1. ...	2	17	17	—	50
,, 8. ...	2	30	30	1	13
,, 15. ...	2	4	15	1	17
,, 22. ...	2	26	26	1	30
,, 29. ...	4	26	10	3	32
Nov. 5. ...	2	29	25	9	18
,, 12. ...	3	22	47	1	36
,, 19. ...	3	—	87	34	22

Totals since January 1st: 15,793 launches, 867 hours 2 mins. flying time. Since September 3rd: 675 launches, 62 hours 33 mins.

Last year, from January 1st to August 28th, there were 10,006 launches with 1,287 hours flying. For the same period this year, therefore, we are up on the launches (chiefly due to Air Cadets), but down on the flying time. The different *venue* of the National Competitions makes up for most of the decrease, but not all, and the explanation must be sought either in the dearth of west winds this year, or in the fact that private owners have had more temptations to go and soar elsewhere.

Imperial College Gliding Club

At the beginning of the war most of the colleges of the University of London were evacuated to places of comparative safety, and it was proposed that the Imperial College should go to Edinburgh. This was opposed by both staff and students, so, after the buildings had been "fortified," the college eventually re-opened in South Kensington.

The Imperial College Gliding Club has recruited several members of the now disbanded University Air Squadron and appears to be at full pre-war strength of about 30 members, 10 of whom are qualified to fly the club's KITE.

Travelling to Dunstable now presents great difficulties, but we hope to offset these by organising camps during both the Christmas and Easter vacations.

The officers for the session 1939-40 are: Captain, R. Riley; Treasurer, J. E. H. Moos; and Secretary, A. H. Yates, Imperial College, London, S.W.7.

Oxford University and City Gliding Club

When the war started we stopped activities completely for two weeks because of the ban on civil flying. But when we heard that not all gliding clubs had stopped absolutely, we felt that the right thing to do was to ask the Air Ministry. We were then told quite definitely, by different departments, that there is no civil flying and gliding comes under the head of civil flying.

At the same time we were approached by the newly-formed No. 150 (Oxford) Air Defence Cadet Squadron, who asked whether we could support their activities. As they were all complete beginners, we invited them to come out and we have since then given ground-trundles on five Sundays. By now some of the boys are ready to leave the ground, but the Air Ministry say they mustn't.

Undergraduates and old members are also keen to carry on.

Surrey Gliding Club

On **Sunday, August 27th,** Desmond Payne in the club GRUNAU and Dudley Hiscox in his GULL flew 15 miles to a certain camouflaged aerodrome. There was a S.W. wind and good thermal conditions. The GRUNAU was not collected until next day; the aerodrome authorities were then complaining that it was spoiling their camouflage.

The club has now ceased all activities, in view of its conspicuous position. Graham Douglas is doing a refresher course in order to become an R.A.F. instructor; Ann is teaching ladies to drive ambulances—chiefly converted laundry vans.

The BLUE GULL is parked in its trailer under the trees pending search for a better home. CAMBRIDGE II has been going on expeditions elsewhere, and, in the hands of Hatcher and Hiscox, has done some hill-scraping in full view of a busy civil aerodrome on the South Coast. The site has a bowl suitable for N.W. or N.E. winds, and the farmer charges 5s. for a day's use of it.

Derbyshire and Lancashire Gliding Club

September 3rd.—Having listened to the disturbing news we dismantled all our machines and packed them away in the bunk house and workshop, both of which can be heated, so we hope that the machines will not suffer too much.

The next few week-ends were spent in holding committee meetings, in order to decide how to keep the club going under war-time conditions. The outcome of these meetings was that it was decided to keep the social side of the club going as a meeting place for all glider folk who were able to get to Camphill from time to time, where they would be able to swap yarns over a jug of pool ale.

During this period the members who came up to the club and who were not concerned with matters of state were busy constructing and flying kites made from camp wreckage in order to add to their knowledge of meteorology. The most successful experiment in this direction seemed to be the rapid ascent of a pair of pyjama pants to about 1,000 ft., at which height they got out of control and crashed badly in the village of Great Hucklow. The local papers are watching these activities with great interest and have been convinced that the future of flying will depend on the successful conclusion of our experiments.

October 15th.—Having been in touch with certain local powers about flying, the ice was broken by a flight of one hour from Siggert Edge in GRUNAU.

October 28th.—A party was held on the club premises to which about 20 members turned up; it proved to be quite a success, although many of the familiar faces were missing.

November 5th.—The weather started off very badly with a west wind and cloud on the hills, but later cleared and the wind went round to south, so that a GRUNAU and a KITE were got out and we were able to put in 1 hour 40 minutes flying by four pilots, which made things seem more like old times.

Our Chairman, Basil Meads, is now with the Fleet Air Arm, as is also Major Alan Goodfellow, but we have not yet heard from them. Stanley Dickson and Shepard are in the Balloon Barrage Scheme, and we are pleased to find that the latter has learned all there is to know about knots and splicing, and will no doubt prove to be a great help with winch cables. There are many other members serving with the Forces, etc., but we have no knowledge of their activities at present.

It is also learned that the club secretary, Cyril Kaye, is Commissioned in the R.A.S.C., and that Edwin Swale is once more in the R.A.F.

In the Middle West

Mr. J. E. Simpson, who operates his KIRBY KITE from his school in Dorset, at times in conjunction with other pilots, and decided this summer to join F. T. Gardiner in the ownership of a VIKING II two-seater, has now bought the VIKING himself. His most recent news is as follows:—

Sunday, September 24th.—Wind N.E., about 15 m.p.h. The KITE was taken to Winklebury Hill. For once the launch was made at exactly the right time of day, at 11.30 a.m., just as the thermals were beginning, and after a sticky five minutes below the hill it became possible to climb to the maximum height he had allowed himself (500 ft.). After half an hour of this the sky had clouded over, so a landing was made back on the top while this was still possible.

Saturday, October 14th.—No flying, but a gathering of distinguished sailflyers. Wills, Nicholson, Sproule, Errington, Little, and Manning arrived, and most of the evening was spent in an exciting manner trying to find lodgings in Blackest Blandford.

Saturday, October 20th.—The day was to have been spent wax-polishing the KITE, but the work degenerated into a competition between rival bunjy teams for the longest ground-hop in the sailplane (pilot Simpson). The game ended when a strong launch coincided with an increase of wind, and he just managed to slip the KITE down into the unoccupied end of a game of rugger.

Sunday, November 12th.—A big day, as the VIKING two-seater was expected to arrive at its new home. About lunch time it duly turned up with its creator, W. R. Scott, who helped with rigging before he had to return to Dunstable. The rest of the day was spent stroking its streamlines and generally admiring it, before a leisurely de-rigging at sunset.

Cambridge University Gliding Club

Unfortunately the club has been unable to do any flying this term owing to the ban on civil flying in this area, but we are hoping to get permission to carry on at least Primary training in the near future. At our former site the hedges have been pulled up and the ditches filled in, so that when hostilities cease we hope to be able to offer unrivalled facilities for both winching and aero-towing.

According to latest information, John Pringle is "somewhere in Scotland," Fred Gardiner, John Parker, Mike Thomas, Duggie Davie, Nat Barrie, and Rickets are showing the R.A.F. how flying should be done, while Paul Walker and, we believe, Pat Pringle are Meteorologists.

In Cambridge we are glad to have George Pirie back again, and still designing things; while Wally Morison may be seen about resplendent in the uniform of Aircraftsman 2nd Class, and apparently on leave for the duration. It is rumoured that owing to the number of officers in Cambridge, George is fitting him with a mechanical saluting arm!

The club now has a tie, dark blue, with a light blue stripe, and heraldic MINIMOAS rampant, which may be obtained from the Hon. Sec., R. M. Lynn, Emmanuel College, for 5s. 9d., or 6s. post free.

The club room at 1, Bene't Street, has been given up for the time being, but by the next issue we hope to be able to announce flying facilities of a limited nature.

The Registered Office is at Netherton, Queen Edith's Way.

Midland Gliding Club

The following circular has been sent out to members:—

A meeting of the General Committee was held on Tuesday, October 10th, to consider the position of the club in the present emergency. It was decided that, in view of the transport problem and the pre-occupation of members engaged in war work, there was no alternative other than to make arrangements for the suspension of the club's activities for the duration of the war and the release of the staff for duties of national importance. This decision was to take effect from October 21st.

The club's ground engineer, H. K. Colcombe, is getting married before he takes up his new duties, and the committee feel that many members may wish to express their appreciation of his services in the past by contributing towards a fund for his benefit.

It has been suggested by a small group of persons that it might be possible, if sufficient support is forthcoming, to arrange for occasional week-end or Sunday visits to the Long Mynd. It is thought that by careful arrangement such visits could be made for a minimum consumption of the petrol ration.

Two privately owned sailplanes, a KITE and FALCON, have been placed at the disposal of the group and a hangar is available which may be rented from the Midland Gliding Club, Ltd., in which these machines may be stored. It is probable that a subscription of £1 1s. per annum and flying rates of approximately 7s. per hour would be sufficient to meet expenses.

The success of the scheme depends upon the response which it receives from the persons to whom it is made available.

Those who wish to join the Group should communicate with R. N. Thwaite, 39, Silhill Hall Road, Solihull, Warwickshire, who is acting as Hon. Secretary.

It should be explained that the group has no relation to the Midland Gliding Club and membership of it is restricted.

There has been trouble with the police even for operating on the primary training ground at Handsworth, and the Air Ministry has informed the club that gliders were included in the regulation forbidding all civil flying. The club is, however, trying to obtain the essential permission.

South African Gliding Association

It was reported in *The Times* of October 12th that a scheme for the pre-military training of pilots and mechanics has been drawn up by the South African Gliding Association for submission to the Department of Defence. The scheme is designed "to provide a large reserve of suitable men familiar with flying and the construction of aircraft."

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Secretary:—Miss B. M. Nicklin, 532, Banbury Road, Oxford. (Tel.: 58300.) Primary training and soaring site at the Lambert Arms, Aston Rowant, Oxon, 15 miles E.S.E. of Oxford on the Oxford-High Wycombe-London road and 39 miles from London. Resident full-time Instructor: R. Kronfeld, A.F.R.Ae.S. Flying every day except Mondays. Subscription, 3 guineas p.a. Entrance fee, 1 guinea. Flying charges, 1s. to 2s. per winch launch. Temporary (course) members, entrance fee, 1 guinea. Subscription, 1 guinea per week. Flying charges, 1s. to 2s. per launch.

Scottish Gliding Union
(Affiliated to the B.G.A.)

Patron: Lord Weir. President: Hon. A. R. Boyle. Secretary and Treasurer: R. B. Rogerson, 20, Blythswood Street, Glasgow, C.2. (Tel.: Central 4209 and Shettleston 1328.) Main training and soaring site and clubhouse: Feal Farm, Bishop Hill, Lochleven, Kinross; also other training sites in other parts of Scotland. Primary training and soaring. Full residential accommodation, including rooms for married couples. Flying and training every week-end, together with organised camps. Flying charges from 6d. per flight. Soaring flight from 2s. 6d. Subscription, £3 3s. flying member per annum. Associate, £1 1s per annum. Entrance fee, £2 2s. Full range of machines for members' use. Large hangar accommodation.



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