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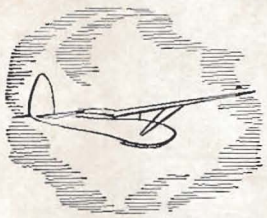
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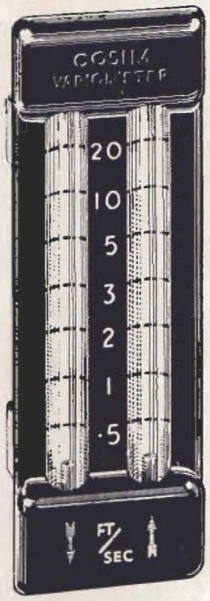
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Cover Photo taken by HEIMGARTNER shows GB II and MOSWEY II near MUOTTAS MURAIGL

EDITORIAL

IT is hard to describe the feeling of awe and consternation, overlaid by emotions of hardly realisable sorrow and loss which the news of the tragedy involving the lives of Kit Nicholson and Donald Greig brought to the Gliding Fraternity at home. To their comrades in the team in Switzerland the blow must have been indeed a heavy one. Fate has removed from our midst two of our most brilliant and consistent performers and leaders.

Kit Nicholson's memorial stands in solid form in the buildings of the London Gliding Club, which he designed. Greig, whose partnership with Stevenson had become world famous, had what is probably the most beautiful collection of gliding photographs that has ever existed. The *Times* said of Nicholson that his qualities as an architect were a reflection of his charming personality. His unique humour and quiet gaiety concealed a critical intelligence, and he combined with his versatility of outlook a practical insistence that he must understand in detail every matter he put his mind to.

The ugly head of officialdom has reared its head and poked it into the affairs of gliding in a most unpleasant form. In spite of protest that such things were not necessary, it now seems that the Minister of Civil Aviation has decided to introduce official licences for glider pilots in the near future. There have been several discussions between the B.G.A. and officials of the Ministry, but it does not seem that at any meeting have the Ministry produced a single realistic reason why such red tape should be wound round the activity which of all those in the world most nearly gives to man a sense of godhead.

The sole reason advanced is that licences are required in the interests of the safety of others. What nonsense. Does anyone but a crass theoretical idiot really believe that the possession of a licence will make a pilot less or more likely to harm third parties, when his own life will depend on his own skill and the care with which he has been trained ? As Hugh Bergel points out in the Royal Aero Club Gazette for August, only very skilled pilots are able to make cross country flights in gliders. Beginners are thus physically barred from the air routes of the country. Again it is doubtful if even in contests there are as many as five sailplanes engaged in cross country flight in progress at any one time—not a great concentration over the whole country. But even if this fact were not conceded, so far there is not on record a single complaint of danger to powered aircraft from sailplanes.

This is indeed, regulation for regulation's sake. It might be worse if there were some financial strings attached to the proposal, as there were to the recent offer to the Doctors in relation to the Health Service. But no aid is forthcoming either for the Gliding or the Ultra Light Aircraft Movements. Unless, of course, such an announcement is put off until just before an election as a vote catching bait. As the Gazette states " it may be inevitable that under to-day's conditions such financial assistance had to be refused. But if it was not possible actively to help the only form of flying within the financial reach of the mass of men and women in the country, surely it was not necessary to hang all the paraphernalia of examinations and tests and licences round its neck against the considered advice of a responsible body which is representative of opinion in both this country and overseas."

Well, what are we going to do about it ? Just let it happen without protest or other action ? It is time we took more positive action. Has anyone thought of refusing to carry out the proposed regulations ? We have a good cause and right is on our side. Let's get together and fight. After all we can offer a much more practical scheme than any the Ministry has thought of, with sanctions which are automatic and do not require the process of the law to create an effective regulation. It is time to call an extraordinary general meeting of the B.G.A. to put that body on its feet, or dissolve it, and to tackle our affairs with more determination and energy than has so far been displayed.

ALL WORK AND NO PLAY?

The achievements of the newly formed Gütersloh G.C.

WHEN the remnants of the 135 Wing G.C. re-formed at Gütersloh in March, this year, nobody even dreamt that we would be partaking in the forth-coming B.A.F.O. Gliding Contests.

Nevertheless we did partake *and* won the " B " Class Competition.

The first air-test for the newly formed Club was carried out on a " Grunau Baby " on Friday, March 12th. It was then, I think, that the idea was born in the minds of a few. Why shouldn't we enter a team in the Contests ? Herr Kronefeld (our German instructor) was confident we could raise a team.

Quite truthfully, I was dubious, as were many other members. Our pilot position was fair but we lacked training. Our sailplane strength was nil. Yes, we had a " Buzzard " in storage, but it required an overhaul and, most definitely, spoilers. The " Kranich " two-seater was definitely out. Our remaining aircraft were three " Grunau Baby's " and two " Primaries ".

Well, we had just about two months to obtain, somehow, three sailplanes.

The first one obtained was a prototype, the " Berliner 4 " (claimed by some to be the " Hannover 10 "). Plenty of work was required and practically the whole club put their backs into the job—all in spare time. We had one " Chippy " working during the day who was aided when possible by Herr Kronefeld and our German mechanic.

Next came an " Olympia Meise ". It was in terrible condition. The wings were damaged and, as on the " Berliner ", the fabric was rotten in parts. (The " Berliner " was completely re-covered with fabric).

The nose of the " Meise " was smashed right back to the bulkhead immediately behind the pilot's seat. It looked a formidable proposition. It was at this stage that we lost, through demobb, one of our best pilots, " Ginger " Pratt. We were very sorry to see him go. He did, nevertheless, obtain several trips in the " Berliner " before leaving us. They were well deserved, as he had worked so hard to get the sailplane finished.

With only three or four weeks to go, night work reached a feverish pitch. Work was going ahead on the " Meise " and negotiations for the loan of a " Mü 17 " from Oerlinghausen were well in hand.

Our team was finally decided upon about this time, F/O. Pete Latham as captain flying the " Meise ", F/O. Ian Ladley flying the still non-existent " Mü 17 " and myself for the " Berliner ".

It was decided also that we should leave for Fassberg (our old home), as early as possible, if possible a week before the competition, which was due to commence on Saturday, May 15th.

The " Mü 17 " arrived about the beginning of May and it was flown at the first opportunity. It behaved well but needed a coat of dope very badly.

The " Berliner " flew well but had very poor penetration. The spoilers, working on a fantastic parallel lever system would not fit flush, so we decided to attempt manufacture of a new set, in dural.

On Friday, 7th May, we commenced movement of our equipment to Fassberg. Our winch (balloon type) went first. It had been used up to the last minute and was badly in need of an engine change. It so happened that we had to transport a serviceable engine to Fassberg in order to prevent a bottleneck in the movement scheme. We hoped we would have time to change the winch engine at Fassberg.

(It was also hoped that flying for " Primary " and " Grunau " types would continue at Gütersloh during the competition period, and this for the most part was carried out).

On *Monday, May 10th,* I arrived at Fassberg with the " Mü 17 ". It was the only sailplane serviceable. The " Berliner " spoilers were in pieces and to add to our lot, a lorry had backed into a wing tip, causing considerable damage.

The " Meise " was still at Gütersloh in process of repair and rebuild.

Futhermore our ground staff of a comfortable dozen had been whittled, through Service requirements, to six.

On Tuesday, (four days left), we organised enough dope for the three sailplanes and we " got down to it " in old familiar surroundings. Bill Smeed was occupied on the instruments. Frank Smedley was busy with the " Berliner " spoilers (we decided to refit the old wooden ones) and a sailplane carpenter was busy repairing the damaged wing tip. We ceased work at midnight.

Next morning found us in the hangar just after 8 p.m.—to discover that all our overalls had been stolen during our absence. The pockets of the overalls contained some valuable fittings for the aircraft. This meant we had to have new parts made locally and I must say the Station Workshops were very helpful.

All went smoothly for a while. The spray-gun and the depressing smell of dope had become a part of me. Kronefeld and Scharmann (our German Staff) we occupied in the fitting of the new winch engine.

We packed in work at 11 p.m. on Wednesday—owing mainly to the fact that a copper pipe on the air compressor had split open.

Thursday at 8.30 a.m. we were back in the hangar again. The broken pipe had been brazed and I recommenced spraying. The wing-tip repair was nearly complete but Frank Smedley was not doing too well on the spoilers.

Nevertheless a glance towards the " Mü 17 " in the corner of the hangar was enough to keep one's shoulder to the wheel. The glossy smooth cellulose with red numbers was a sight for sore eyes. In the evening our " Meise " arrived from Gütersloh—and with it Pete Latham and Ian Ladley. All hands were now required as we had only twenty-four hours in which to complete and air test the sailplanes.

Fifteen minutes after the " Meise " arrived I was busy spraying it. We were all, by this time working

automatically. Later in the evening the pipe on the compressor blew again and I took a chance on getting it repaired at a garage in the village. I was lucky—an hour later I was back at my job.

Then came another blow. The new finish would not " take " on the old surface. The surface lifted in patches of ugly bubbles. It meant the removal of all the paint which gave trouble. By experiment I found the only successful way of applying the dope was to spray on four very thin coats instead of the usual two. This took nearly twice as long.

Fatigue caused us to pack in at 2 a.m. on Friday.

Nine a.m. in the hangar again. It looked vaguely familiar !

Less than twelve hours to go.

The other clubs had been arriving since the previous afternoon and the hangar space was being eaten up rapidly.

We were in a frenzy. The " Mü 17 " was complete. The " Berliner's " spoilers were still giving trouble—there was a timid suggestion that the spoiler recesses should be covered with fabric. I was dead against it.

The " Meise " was still in pieces —only half sprayed and deficient rudder cables. The latter snag was a large one as the rudder pedals were of the " Kranich " type. Thanks to Ken Nicholls and a member of another club the job was soon completed.

By 7.30 p.m. the " Mü " and " Berliner " were on the airfield. The " Meise " was just having its finishing touches. The winch, which had had its new engine " run-in " that day was ready with its 2,000 metre length of cable.

Ian Ladley took off first in the " Mü ", I followed in the " Berliner "—everything was perfect except for the fact that the variometer registered 1½ up for normal flight and even with spoilers full out a climb of ½ metre per second was registered. (This fault was later traced to a kinked pipe).

On landing after the test flight I was amazed to see a host of long faces ! Ian had unfortunately hit a roll of runway mesh whilst landing. The stbd. wing was damaged and the fuselage strained. What a blow that was !

Pete Latham by this time had dragged his now complete " Meise " on to the field and the air test proved its possibilities.

So we were all ready except for the " Mü ". As many as could be useful got " stuck-in " on the job and, thanks to Herr Kronefeld and other willing hands the job was finished by 10 a.m. on Saturday—the great day.

I will not dwell long on the Competition itself. We had, nevertheless much better luck, the only serious mishap being when the cable broke with Pete Latham hanging on at about two hundred feet. He managed to do a circuit but overlooked the wind gradient on landing. He dropped in from ten feet or so damaging the recently repaired fuselage. By some amazing means the sailplane was airborne again the following day.

After a slow start we pulled ahead on points and towards the end of the week we were 159 points in advance of our nearest rival—Luneburg G.C. The wind on the last day backed a quarter which with the close proximity of the Russian Zone made cross-country flying impracticable. Nevertheless thermals were strong and we scored a total of 33 points for height climbs, and so managed to hold our lead. And so the Competition closed at 16.00 hrs.

On Sunday the hangar was swarming with people —amongst them some great personalities. Air Vice-Marshall Sprackman arrived in the afternoon having given up much of his valuable time for the prize-giving. His speech was very reassuring for those in the gliding sphere.

Ian Ladley, who did very much towards our success in the Class " B " Competition and walked away with several 1st and 2nd prizes. He won first prize for the longest goal flight (" B " Class) and the greatest height. We were further bucked when we heard that Bill Smeed had been chosen as one of the ground crew in the forthcoming Gliding Olympics in Switzerland. We wish him bags of luck.

On return to Gütersloh—where the remainder of the club were still operating, we totalled our flying for the whole month of May, and found that for a possible 18 gliding days, 465 launches were carried out for a total of 54 flying hours and 2 "A", 2 " B ", 2 " C " and two Silver " C " Certificates were obtained, Congratulations to all especially to Ian Ladley and Pete Latham who did their time and distance thus getting them their Silver " C's ". W. D. CAMPION.

FRENCH PERFORMANCES

by GUY BORGÉ

BECAUSE of the excellent meteorogical conditions prevailing during this year, the abundance of performances in France is astonishing. It is only possible to speak of the most interesting here, although many others remain unpublished.

16th May. The former French altitude record-men, Messrs. Gaudry and Lafargue, went from the Pont Saint Vincent National Centre in two sailplanes and together finished their Golden " C " badges by flights of some 200 miles.

23rd May. From the Saint Cyr Inter Clubs Centre, M. René Nicaise—the brother of another Soaring pilot—flew in an " Avia 40 " to Sedan : 149 miles and M. Rouchette to Courtrai (Belgium) : 151 miles in a " Grunau ". Both get their Silver " C " badge.

From the Chelles Centre, young Dierx goes to Avallon (130 miles) in a " Castel 310 ".

From the Beynes Centre, the 19 years old Lethoré reaches Charleville (145 miles). Lethoré, a Soaring French hope, has been selected in the French team for the Samedan Competitions.

(The other participants are Messrs. Branciard, Notteghem, Valette, Fonteilles, Lambert (" Met-Chief " at Orly). They received a very complete training at Challes and Le Fayet Mont Blanc where they executed some high mountain performances. At Samedan they will pilot " Air 100's " and " Olympias " ; perhaps a " C.M. 7 " and a " Breguet 900 ", if they are ready in time).

On that 23rd May, young Gerard Pierre, 19 years

old, who handling a " Kranich " succeeded to a 12,800 ft. gain in a " Cu-Nb " a week ago, becomes the youngest amateur Golden " C " holder : from Beynes he flew to Liége (Belgium) in a " Weihe " : 205 miles. Pierre numbers nearly 900 hours of soaring flight from 1945 to date !

29th May. M. Ahmed Chefik, the Iran Civil Aviation Minister, gets at Téhéran in a French " Emouchet " a 5 hours 40 duration and a climb to 11,000 feet.

(A Soaring Centre using some French sailplanes under the direction of M. Georges Abrial has opened at Téhéran. On the 24th March, a special Dakota plane brought from Paris a " C.800 " two-seater and an " Emouchet ". M. Abrial finds Iranian climate very suitable for soaring and he thinks some outstanding altitude performances are possible in the phenomenal thermals here).

4th June. Important altitude flights at the Saint Auban National Centre. M. Vaulot, winch-launched in a " Nord 2000 ", reaches the 24,800 ft. level : new French record that must not be very far from the world record.

Mrs. Lafargue in a " Meise " also winch-launched, climbs to 23,124 ft., certainly a world record. Meantime her husband came to 18,700 feet, and six other pilots, climbing above 10,000 feet, flew at least 5 hours.

17th June. First tests at Toulouse by Lepanse of the new " Breguet 900 " high performance sailplane.

23rd June. At the Montagne Noire Centre, Messrs. Noirtin and de Lasageas break the French two-seaters duration record by a 28 hours 50 flight in the " Castrel 242 ", specially kept for the duration performances.

28th June. M. Eric Nessler succeeds in a nice performance in Algeria ; flying a " Nord 2000 Olympia " he starts from Geryville, near the Desert, crosses the Saharian High Plateaux, and lands at the M'Sala airfield : a 261 miles performance in 5 hours, with a cruising speed of 52 miles/hour !

He hopes to break the world distance record here, and the Air Sports Service sent him to Algeria during July for this purpose.

1st July. M. Harmel surpasses this flight by a 300 miles distance from the same Geryville airfield in Algeria.

SOUTH AFRICAN SOARING

Annual National Rally

ON Sunday the 18th January, 1948, twenty-two sailplane pilots gathered at Quaggapoort near Pretoria to compete in the South African Soaring championships. These contests are held annually under the auspices of the Aero Club of South Africa.

The Sunday was used mainly to assemble and rig sailplanes and also for pilots to accustom themselves to the peculiarities of Quaggapoort field. Quaggapoort Field is the home field of the Defence Gliding Club.

There is no doubt that a free day like this is a very good thing as the amount of talking amongst competitors would bring any organised attempt at competitions to a complete standstill !

Generally the weather had not at all been promising. It was expected that the weather would not be too good but as the contests were already postponed once before it was decided to push on and hope for the best.

Altogether five teams of three pilots to an aircraft were entered for the Argus Trophy, whilst three other aircraft with two pilots each were entered as individual competitors.

The main condition governing competition for the Argus Trophy requires three pilots to fly the same aircraft in strict rotation. If this condition is not fulfilled then points are not scored towards the trophy.

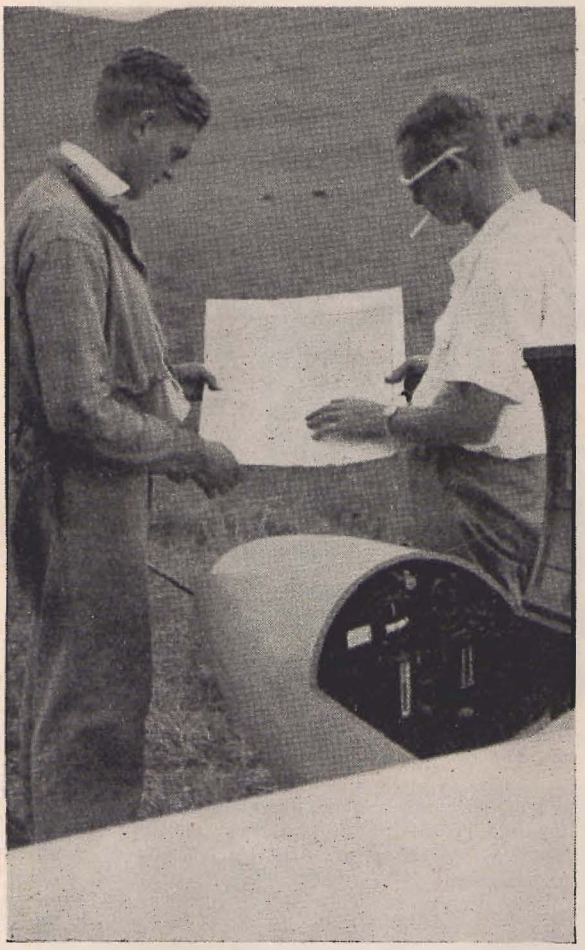
The Pidsley Trophy is awarded to the holder of the most points and here the individual entrant has the advantage over the team member because he is able to obtain more launches.

A list of teams for the Argus Trophy and individual entrants is given below :—

Argus Teams—	
Defence " A " (Kirby Kite)	" Pikkie " Hammond
	Lt. A. B. de Wet
	Capt. Wilber Daneel
Defence " B " (Kirby Kite)	Lt. Garth Braybrooke
	Bert Swart
	T. H. du Preez
Rand Club (Grunau Baby)	Louis Kayne
	Ian Kenyon
	Peter Leppan
Pioneer Club " A " (Wolf)	A. Wulff
	Bill Hay
	Boet Dommisse
Pioneer Club " B " (Baby)	A. G. Clarry
	" Sparky " Davidson
	Jimmy Brown
Individual Competitors—	
Grunau Baby (Durban)	Jack Davidson
	Swane Swanepoel
Minimoa (Pioneer)	Werne Kunze
	Helle Lasch
Grunau Baby (Rand)	J. Wilson
	Ronnie Aspoas

The Events Day by Day

Monday, 19.1.48. Owing to bad weather it was decided by the controlling committee that the start of competitions would be postponed to the next day. Slight drizzle continued throughout the morning. Cleared in the afternoon and most aircraft were test flown just to make sure that adjustments were satisfactory. In the late afternoon thermals started to break away and soon eight sailplanes were circling in the same thermal—a real thrill for everyone—even those watching on the ground. No records were kept.



Ronnie Aspoas (Rand G.C.) and Bill Hay (Pioneer) and "Minimoa."

Tuesday, 20.1.48. The day broke promising. Better weather and pilots keen to get away. Several good flights resulted and the first points scored by those who managed to get away. "Pikkie" Hammond the only pilot to go cross-country, landed at a farm 15 miles from Quaggapoort, and was retrieved by road. Several other flights of 2 to 3 hours were recorded. Total time flown 20 hours 26 minutes.

Wednesday, 21.1.48. Cloudy skies dampened the spirits of those who have had a taste already. A northernly wind suggested ridge soaring and perhaps clearer skies later on in the day. Times ranging from 1 to 3½ hours were flown by as many as nine aircraft patrolling up and down the ridge. Nothing more spectacular developed. Total time flown 18 hours 33 minutes.

Thursday, 22.1.48. A much better day with plenty of promise. One by one the pilots got away heading in some instances for nominated destinations. Soaring into cloud and jumping from cloud to cloud to get to their nominated goals made for a day of interesting flying. The first news of the aircraft away on cross-country was from Peter Leppan who landed at Bronkhorstspruit, his nominated goal 38 miles away. Unfortunately he damaged the aircraft in landing. "Pikkie" Hammond, after a notable flight in a "Kirby Kite," landed at his goal at Witbank, 70 miles away. "Pikkie" seems to be making a habit of flying to Witbank! Jack Davidson of Durban covered 30 miles in a "Grunau Baby". They were all retrieved by road. Bill Hay made a very good duration flight of 5 hours 25 minutes at altitude to gain one leg towards his Silver "C". Total flying time for this day was 28 hours 56 minutes.

Friday, 23.1.48. The weather did not look promising although thermic became apparent round about 11 o'clock. Conditions died down soon afterwards, however, except for a fairly strong northernly wind which was ideal for ridge soaring. As many as seven aircraft were seen together on the ridge at the same time. Off and on a thermal would break away and it was quite thrilling to watch the ensuing scramble for it. A grand sight though to see six or seven sailplanes soaring together in one and the same thermal. Times ranged from about one hour to four and a half hours. Captain Wilber Daneel was quite heart-broken when rain forced him down after 4½ hours, especially as another ½ hour would have given him one leg towards his Silver "C". Total time for the day was 20 hours 35 minutes.

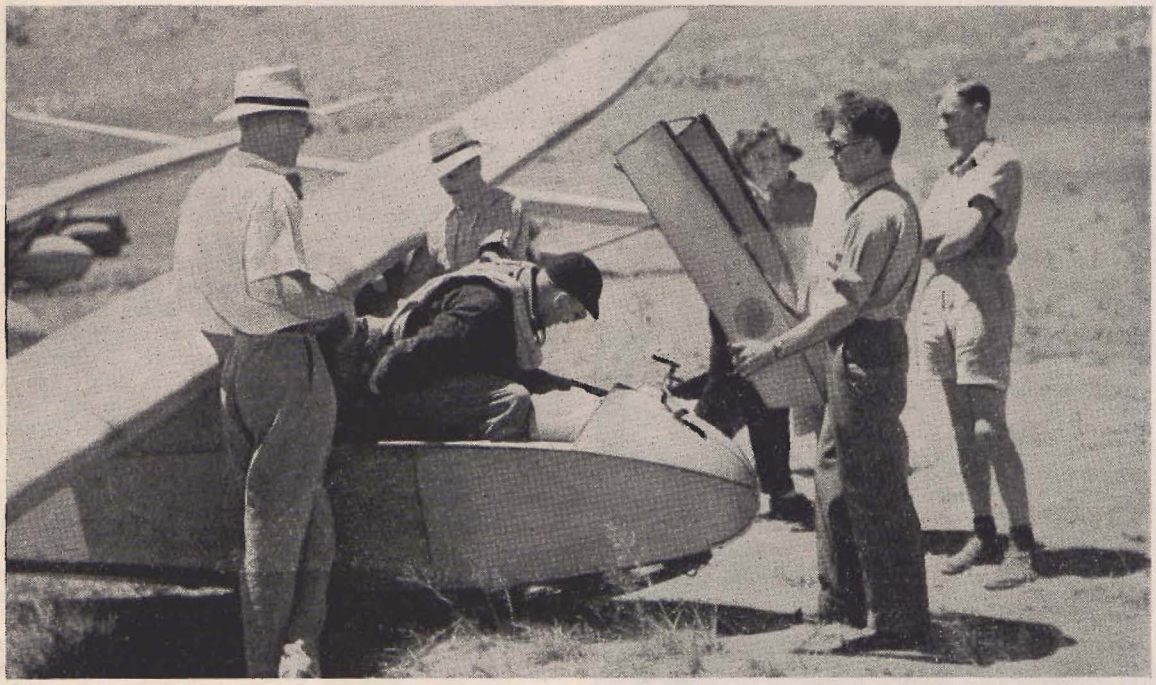
Saturday, 24.1.48. The weather was really poor, and after a few efforts competition flying was stopped for the day. Some aero-tow practices were carried out. Total flying time 3 hours 59 minutes.

Sunday, 25.1.48. As if to test the spirit of the pilots, the weather deteriorated to such an extent that all competition flying was cancelled. Being Sunday, and in spite of the overcast skies and intermittent drizzle, a large number of sightseers gathered. The aircraft were therefore taken out and excellent displays of trick flying and aerobatics were given. Total time flown 8 hours.

Monday, 26.1.48. The bad weather experienced on Sunday continued, and only general flying was carried out by those who did not mind circuits and bumps. No time recorded.

Tuesday, 27.1.48. Overnight the weather had cleared, and it was possible to make an early start. Several aircraft got away on cross-country flights but the weather failed and distances of 10 to 20 miles only were gained. T. H. du Preez landed on a golf course, and Lieut. de Wet landed near a native location. He had the time of his life trying to keep the inquisitive piccanins at bay. They scrambled all over the "strange bird" and unfortunately damaged the fabric of the port main and tail planes which were resting on the ground. Helle Lasch was aero-towed to 3000 feet and then got away in his "Minimoa" to land at Hammanskraal, covering a distance of 23 miles. In the afternoon two novices were surprised by an unexpected thermal which they promptly used to soar to a cloudbase at 6500 feet. In this case many veterans, to their dismay, were forced to remain spectators. In point of fact this remained the highest altitude recorded throughout the meet, and the novice Clarry got away with it. Total time 9 hours 41 minutes.

Wednesday, 28.1.48. Another promising day dawned and all aircraft were soon in the air searching

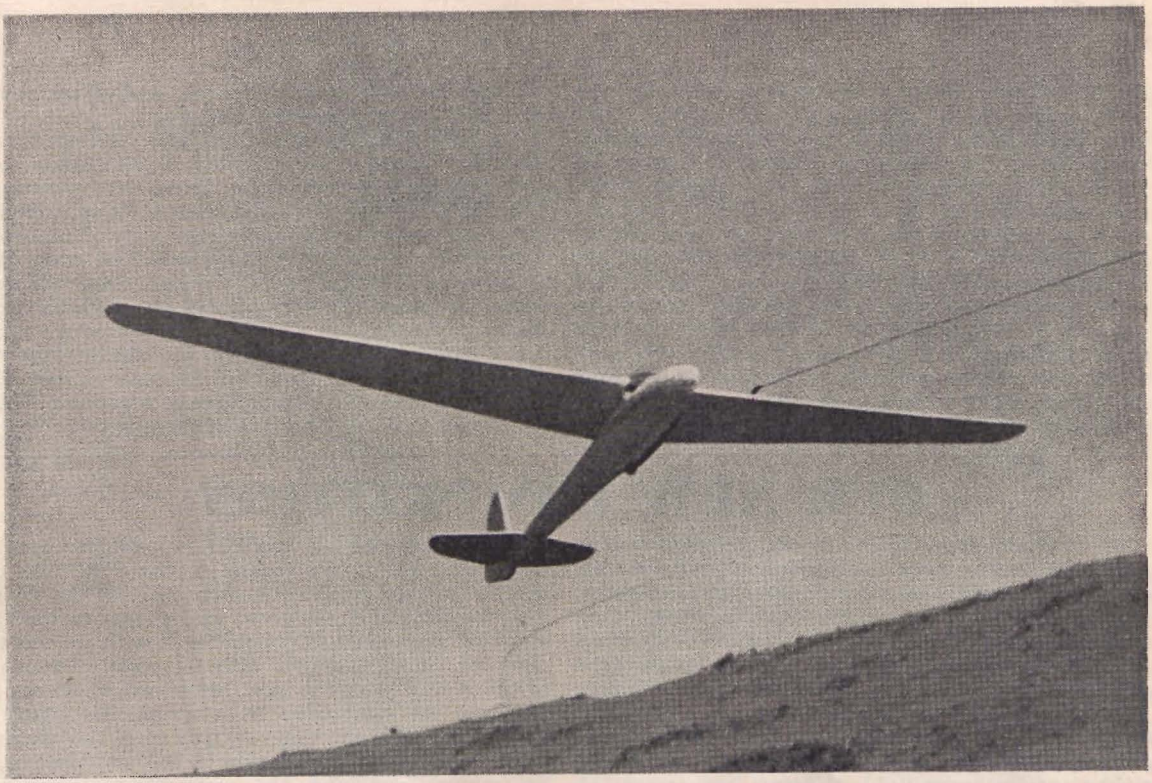


Ian Kenyon, Rand Gliding Club Competitor, getting ready for launch in " Grunau Baby " assisted by Peter Leppan (in hat), Wilber Daneel (with hood), Pat Beattie and fiancee in background.

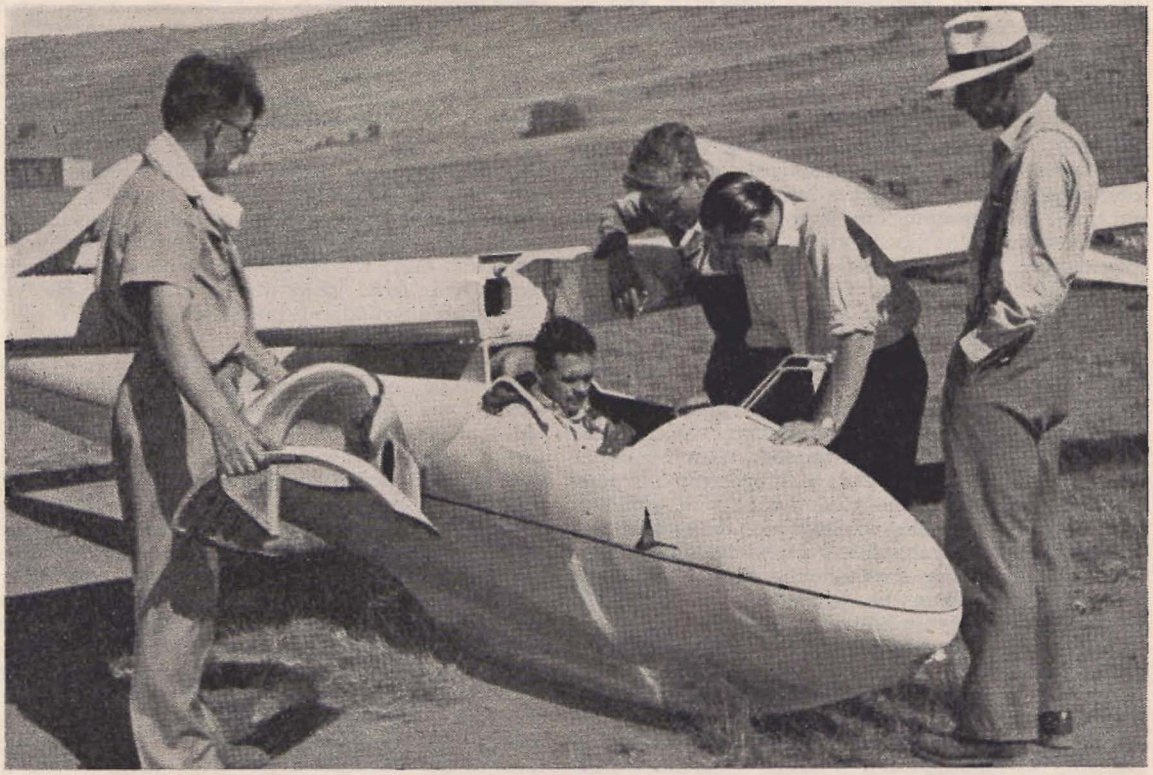
for thermic. Nothing developed though until about midday, when a storm began to build up. So fast and black came the storm, however, that only the bravest pilot dared to challenge it. One of them was Jack Davidson, ultimately winner of the Pidsley Memorial Trophy and top points scorer. After his sensational " storm ride " in his " Grunau Baby ", he returned to relate one of the most exciting stories about storm flying ever experienced in South Africa. Flying at 3000 feet he was sucked into the storm at a speed over which he could gain no control. His variometer stuck at its limit and at what is estimated as 2000 feet a minute rate of climb, he was shot up into cloud. Without avail he tried every method known to him to get out of it. Stall and spins were of no avail and finally he dived the aircraft to its limit. Still he found himself rising at a terrific rate, the needle of his altitude meter resembling the second hand of a clock. Lightning flashed around him and hail beat him painfully on the head, causing him to hunch up in the cockpit. Until this stage he was far too excited to be worried, but now he began to realise that the aircraft would not be able to take the strain very much longer. So he held the stick between his legs and grasped the release of his safety harness with one hand and the ripcord of his parachute with the other, and also watching his wings for the first sign of them breaking up. His ordeal in this predicament lasted for more than half an hour, until at last he was thrown out of cloud and found himself in brilliant sunshine with a prayer on his lips to find the aircraft still intact. He was not long in circling to find a place to land and came down 70 miles away from Quaggapoort. He covered this distance in just over an hour. Another pilot, Ian Kenyon, skirted the storm but managed to cover 40 miles in a " Grunau Baby ". Captain Wilber Daneel ducked in his " Kirby Kite " and landed on a nearby aerodrome from which he was retrieved by aero-tow. This aero-tow was the first retrieval by air during competitions in South Africa. Total time 8 hours 5 minutes.

Thursday, 29.1.48. Another day of sunshine but alas, a total absence of thermals kept most competitors on the ground. Nevertheless it was a day of great excitement. Several months ago an " Olympia " was ordered from Elliotts of Newbury, and to-day, headed by Captain Wilber Daneel, the Defence Gliding Club fellows brought the crated " Olympia " in from the Railways. The air was charged with excitement when everybody rushed to open the crate to have the first glimpse of the new sailplane. The crate was soon stripped and the " Olympia " assembled. Very soon afterwards she took to the air from a winch launch, piloted by Captain Wilber Daneel. The " Tiger Moth " was rolled out and a number of other pilots were aero-towed in the " Olympia." " Pikkie " Hammond was the first and he gave a brilliant display of aerobatics on his way down. Total time for the day was 3 hours 58 minutes, which was the lowest of any day.

Friday, 30.1.48. For the last day of flying the weather improved greatly with a north wind blowing, and soon there was great activity in a last moment effort to gain more points. The teams competing



" Olympia's " maiden launch. First post-war sailplane in S. Africa.



" Olympia's " maiden flight in S. Africa. Wilber Daneel (Pilot), Werne Kunze, Helle Lasca (Silver " C "), Ronnie Aspoas.

for the Argus Trophy were neck to neck, so that every point gained could sway the result. Soon after lunch news of pilots on cross-country flights came through by telephone. Captain Daneel of the Defence club reached 15 miles in a " Kirby Kite " and was retrieved by aero-tow. Boet Dommisse, unofficial holder of the two-place altitude record, flew thirty miles in a " Wolf " and was also retrieved by aero-tow. Finally there was great excitement when news came through that Ian Kenyon made a distance of 40 miles in a " Grunau Baby ". Total time 15 hours 53 minutes. So ended the flying part of the second post-war rally. The Rand Club won the Argus Trophy with Defence Club second. Defence Club were the last holders.

Jack Davidson scored the most individual points and thus became National champion.

On the Saturday machines were derigged and carefully placed in their trailers to start their long journeys back to their home fields. No meeting of this nature could, however, end without a fitting conclusion which usually takes the form of a farewell " Braaivleis evening " (meat roasted on open fires at the end of special metal prongs). Speeches were made, trophies changed hands, and after a very pleasant evening of " tall yarns " mostly about " and here was I ", competitors and visitors followed their aircraft back home to ruminate about bad weather, but mostly of the power of friendship which is cemented in the bonds of sailplaning.

OUR NEW COMPETITION

(*Occasionally there arrives in the Editorial tray a piece of literature which illuminates the pervading gloom by its interest or sheer clarity of expression or of the stark beauty of the incident described. Our readers have noticed and commented on the inspiriting and humourous reports of Grace Roberts on the proceedings of the Victorian Motorless Flight Group. The piece below was extracted from a recent report from her and we have decided to offer a prize of one guinea for the best and most readable account of any gliding incident submitted. Offerings can be sent at any time and will be held over if of sufficient merit. Queerly enough the same idea seems to have struck the V. M. F. G. and they are running a similar competition. Submissions to be marked' Competition '.*)

IS IT WORTH WHILE?

(*Extracted from a report by the Victoria Motorless Flight Group*)

READING a report from Jack Iggulden on his flight to 3,000 feet, I felt that it should be handed to you, for there is a lot of hard work ahead of us yet and may be sometimes we'll get to wondering, is it really worth it? So for those of us who've been bogged down and for those who haven't yet tasted the wonder of soaring flight, here's something to keep your pecker up and make you remember just why we keep slogging away at this game, doing, at this semi-pioneering stage, so much hard work for so little flying.

On Feb. 29th at 18.30 hours, after an uneventful day's flying, Jack took off in the Kestrel; he dropped the towline at 1300', found no sink, then, seeing a great thundery front approaching from across the Bay, realised that he was on the fringe of cloud lift. He considered the possibility of doing a cross-country flight but at that late hour, with no parachute and no blind-flying instruments, with Gippsland retreating into gloom, he decided against it. Jack goes on to say, " I turned back into the lift resolved that the only reasonable course was to stay as long as I could until the cloud itself had arrived, and then to get back into the field as quickly as I could. . . . Meanwhile we headed out towards the cloud which was looming closer and which was riven with a lightning streak every few seconds. The succeeding ten minutes were to be the peak of many years of gliding and soaring. It would be impossible to convey the least idea of the feeling of being in, and of, another world that pervaded this part of the flight. I realise now that the very smoothness of the lift and the consequent effortless flight with no mental effort or worry, together with the stately sweeping of the storms over the land below, would accent in this way the remoteness from normal life which is always present, in some degree, with the soaring pilot. The Kestrel almost flew herself and I sat back in comfort watching the meteorological pageant untangling itself around me as far as I could see. There were three isolated fronts. To the south, one cloud was pouring dense sheets of rain on and around Westernport Bay; to the north, there seemed to be a similar storm covering Melbourne. Our cloud was directly ahead and seemed to be the only one generating enough power to give off lightning. Every area of water in sight was silver from the sunset; the two bays, the Lysterfield Reservoir, even the humble Mordialloc Creek was like a silver thread in the distance, and the curved edges of the rain-storms under each cloud marched across country which had been washed into clear soft colours by the earlier rain. Every few seconds, came the dazzling blue streak from dead ahead, and the pink glow of lightning would outline the rolling crags of the cloud.

After a while, black tongues of cloud reached out towards us, only a few hundred yards away. I checked up on the variometer and found a rise of ten feet per second showing, and still rising. I turned away downwind. Had anyone ever told me that the time would come when I would be reluctant to leave a cumulo nimbus at ten minutes to pitch dark, with the wilds of Gippsland below, no parachute and no blind-flying instruments, I would have been very flattered indeed, but I would never have believed it. No doubt, a few minutes in the cloud itself would have brought about a change of heart, but, when I pulled on the spoilers and shoved the nose down, I hated to do it. With the spoilers full on and diving at from 55 to 60 we sank only at 3 feet per second, but after a while we began to dive out of the lift. . . . I kept the spoilers on down to 1800 feet, and finished off the rest of the height with a loop and stalled turn . . . then the cloud passed over crackling

—*continued on page* 15.

INTERNATIONAL GLIDING COMPETITIONS, SAMEDAN, 1948

ENTRANTS

Country	*Pilots*	*Type of Aircraft*	*No. of Entrants*
Egypt :			
Team Captain :	Ch. Weber		
	H. Kamil	" Air 100 "	1
Spain :			
Team Captain :	Renafiel		
	Ara Torrell	" Weihe "	2
	Juez Gomez	" Kranich "	3
	Sevillano Perez	" Weihe "	4
Finland :			
Team Captain :	L. Poppius		
	J. Haltiala	" Meise "	5
	K. Temmes	" Meise "	6
France :			
Team Captain :	M. Marquenet		
	R. Branciard	" Air 100 "	7
	R. Fonteilles	" Nord 2000 "	8
	H. Lambert	" Air 100 "	9
	Ch. Léthore	" Nord 2000 "	10
	L. Notteghem	" Air 100 "	11
	A. Valette	" Air 100 "	12
Great Britain :			
Team Captain :	Mrs. A. C. Douglas		
	R. Forbes	" Weihe "	13
	P. Mallett	" Weihe "	14
	C. Nicholson	" Gull IV "	15
	L. Welch	" Olympia "	16
	P. Wills (Senior Pilot)	" Gull IV "	17
	D. F. Greig	" Olympia "	18
Italy :			
Team Captain :	M. Ciani		
	Padova	" Arcore "	19
Poland :			
Team Captain :	M. Weigl		
	Adamski	" Sep "	20
	Kasprzyk	" Sep "	1
	Kempowna	" Mucha "	22
	A. Ziewtek	" Sep "	23
Sweden :			
Team Captain :	L. Bunke		
	A. Magnusson	" Weihe "	24
	P. A. Persson	" Weihe "	25
Switzerland :			
Team Captain :	Ed. Lauber		
	K. Fahrlander	" WLM 1 "	26
	R. Isler	" WLM 1 "	27
	A. Kuhn	" Moswey III "	28
	S. Maurer	" Moswey III "	Rolex
	K. Ruckstuhl	" Moswey III '	Rolex
	M. Schachenmann	" Air 100 "	31
Czechoslovakia :			
Team Captain :	Ladislav Stejskal		
	Ch. Dloughy	" L-107/2 "	32
	G. Forchtgott	" Z-25 "	33
	M. Hanslian	" Z-25 "	34
	L. Haza	" Z-25 "	35
	J. Glesk	" Z-25 "	36
	B. Rocek	" L-107 "	37

MONDAY, July 19th. At last the weather has decided to be helpful. Up to yesterday there were dark thoughts that the competition might have to be abandoned. Rain, sleet, low cloud, day after day, and a hangar full of disgruntled pilots polishing and re-polishing in the intervals of glooming at the weather and inspecting the night haunts of St. Moritz. But to-day is serious. The sky is blue, the sun is shining, and every thing looks promising. Perfect organisation on the part of the Swiss who can apparently even control the weather. . . .

But the English—where are they ? All the competitors waiting for half an hour in the briefing room and only our people missing. Here they come. Good.

Briefing in three languages—French, German and English, starting with a request foi punctuality. Oh dear ! The Officials are introduced and questions of organisation discussed—rosettes for pilots and helpers, free Ovomaltine tablets, and so forth.

The start to-day is only a practice one, but will be done according to Contest rules by way of a rehearsal. The pilots are given a large box of papers and maps, and are told to hand in their various licences with their barograph records each evening.

The meteorological forecast is very comprehensive. There is slight instability up to 3,500 metres and calm above. We are between a cold and a warm front in a centre of high pressure. Both termal and dynamic soaring seem possible. The best weather is on the Italian side.

There is an excellent diagram on the blackboard of the take-off and landing areas. Take-off is in groups of two—two winches and four cables—so that the competitors are lined up along each side of the strip. The first few to get away—Wills, Ara, Kuhn, Greig, and Haltiala—hug the right hand slope and soon get enough height to stay up. The next batch are not quite so fortunate, and several of the competitors take their full three turns without finding anything much. But it has been a wonderfully bright and clear day and everybody is much happier.

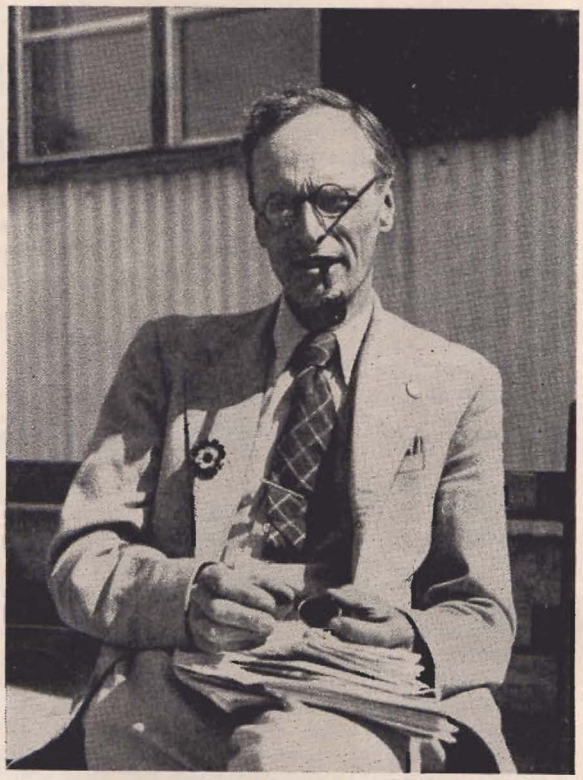
The first day—Tuesday, 20th July. A beautiful blue day, slight clouds and a brilliant sun glittering on the high snows. There is an air of joyful expectancy about the briefing—the competitors are all on their toes and keen to get away. To-day's competition consists of two parts—altitude and out- and return flight to Davos. Both course and altitude must be done, but altitude alone can count if the goal is not reached. This is not a speed course—just a flight to the top of the Prseen Railway and back. Competitors can have three or four starts, only the best to count.

The turning point is marked with a wind T and a vertical cross, and must be circled within a radius and height of not more than 500 metres. The turning point itself is at 2,683 metres. Anyone landing at Davos can be retrieved by free aero-tow if they wish,

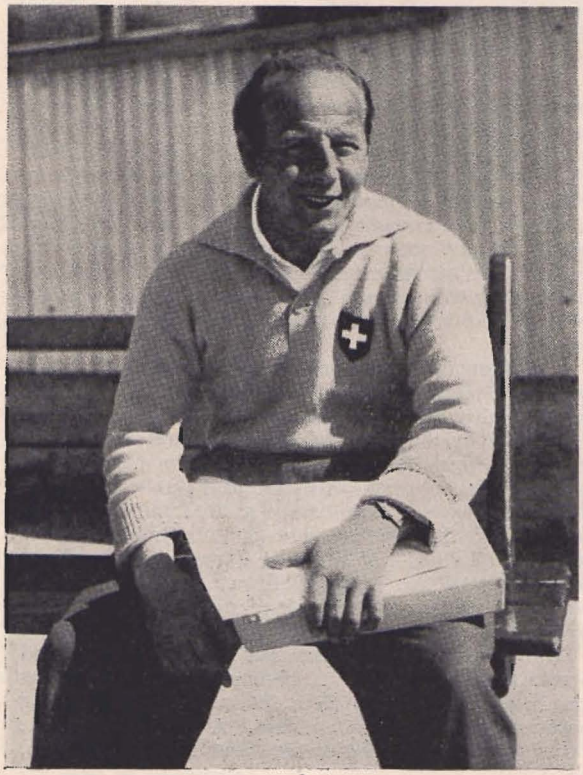
(*continued on page* 12)



1.



3.



2.



4.



5.

1. *Peter Mallett (F/L., R.A.F.) in "Weihe" with radio and oxygen mask.*
2. *S. Maurer (Switzerland).*
3. *Philip Wills, C.B.E.*
4. *Lorne Welch and "Olympia."*
5. *Jock Forbes.*
6. *Henri Lambert (France) with "Air 100."*
7. *Smeed of B.A.F.O. operates radio. U.S. "G.I." seeks information for use in next contests.*

Continued from page 13

During the Competition of 20th July Mr. Wills' barograph was defective, and although he climbed to 6,000 m. his barograph only registered 600 m.; he thereby lost 4,000 points.

H. Kamil, Egypt, entry No. 1, requested to be excluded from the general classification on 26th July, when his total marks were 6,134, as his aircraft had been damaged.

Padova, Italy, entry No. 19, retired from the Competitions owing to force majeure, when he had gained a total of 1225 points.

Kasprzyk, Poland, entry No. 21, retired from the Competitions on 21st July, when he had gained 472 points.

C. Nicholson and D. Greig were victims of fatal accidents on 28th July, when they had gained 13,251 and 13,077 points respectively.



6.



7.

(*continued from page 9.*)

but if so they will not be eligible to start again, for the Swiss, like ourselves, are neither subsidised nor rolling in money, so that petrol has to be very carefully considered. However, pilots may be retrieved by their own crews and cars and still be back in time to have another try.

The met. report offered a weak W.S.W. wind, full sunshine, possibly the Maloja wind later, with local storms in the direction of Davos. Conditions proved to be very good indeed, for there were only 33 starts with a total flying time of 90 hours. Twenty-eight pilots set out and all but 2 reached Davos. Six more came down without completing the return journey, Maurer having the bad luck to damage his machine. We went haring off to Davos by car and arrived just at the moment when a terrific rainstorm broke with heavy thunder, forcing down the only Pole and one of the French. But the real bad luck went to Philip Wills, who climbed to 20,000 feet on his out and return, then found that his official Swiss barograph had gone wrong. He set out again but had to land a few kilometres short of Samedan, so instead of the 2nd place he would have had, found himself way down the list at 21. The first seven were—

Lambert	France	4710 metres	6517	points.
Persson	Sweden	3930 ,,	4867	,,
Welch	England	3650 ,,	4247	,,
Juez	Spain (" Kranich ")	3320 ,,	3632	,,
Haltiala	Finland	3320 ,,	3632	,,
Kuhn	Switzerland	3230 ,,	3427	,,
Greig	England	2960 ,,	2842	,,

Wednesday, 21st July. To-day's competition is a goal flight to Altenrhein near Lake Constance, 112 kilometres. The starting line, on the top of the Muottas Muragl funicular, is a yellow band which has to be crossed at a height of not more than 100 metres. If a start has once been checked competitors can only start again after they have landed once more at Samedan and been relaunched by winch, but altogether four attempts may be made. Pilots are warned not to land on the East of the Rhine or they may have some difficulty in getting their machines retrieved from occupied territory. (The Egyptian, Kameel, tried it but came back intact !)

Met. report : ceiling 3,200 metres, local storms, fairly dry. Very light S.W. wind, between 20 and 25 k.p.h., with local winds around Davos and Arosa. Another lovely blue and sunny day, but with slight mist along the valleys.

The start was thrilling. Conditions were slow for the first to be launched, so that at one time there were fifteen machines circling in front of the Muottas Muragl gaining height enough to cross the starting line. Then for a while there was feverish activity, Juez and Lethore giving the public a few anxious moments with extremely fast dives. Times for the course were magnificent. The Frenchman Lambert was again first, with Maurer only a few seconds behind.

Lambert (France)	1 hr.	40 min.	41 sec.
Maurer (Switzerland)	1 hr.	40 min.	45 sec.
Magnusson (Sweden)	1 hr.	48 min.	01 sec.
Persson (Sweden)	1 hr.	54 min.	10 sec.
Fahrlander (Switzerland)	2 hr.	07 min.	19 sec.
Kuhn (Switzerland)	2 hr.	07 min.	29 sec.
Fonteilles (France)	2 hr.	14 min.	01 sec.
Kasprzch (Poland)	2 hr.	17 min.	39 sec.

Thursday, 22nd July. The day's competition is for speed over a triangular course. Muottas Muragl, Weissfluhjoch (Parseen), Piz Curver, with again four chances. The weather is absolutely perfect, bright and hot, ceiling 3,600 metres, surface wind 20-25 k.p.h., higher up to 50 k.p.h. There is a cold front stretching from Copenhagen to Dijon which may upset it by late afternoon.

Lots for starting are drawn in the order of yesterday's arrival, but alas, there is one absentee ; the Polish pilot has been forbidden to continue. But the rest are getting away very quickly. We went up to the Muottas Muragl to see the start again, and by the time we had to leave, at 4 p.m., two of the pilots had already turned in times of an hour and a half. On our way home we saw Isler (Switzerland) landing in a field near Tiefencastel, and later at Thusis in a colossal downpour of rain found Jock Forbes' machine unattended in a field beside the railway.

Shortage of time and shortage of money made that the end of Samedan for us, but still not the end of gliding fields, for halfway across France we saw sailplanes in a hangar. Troyes airfield. We went to investigate and found the most magnificent " champagne and Cardinal Puff " party in full swing. Just as we were about to drag ourselves reluctantly away I discovered to my surprise that I was sitting in the front seat of the " Kranich " with their Chief Instructor, M. Orbillot behind me and a " Fieseler Storch " at the end of the string. We climbed to about 800 metres, did some surprisingly erratic loops and stall turns and came down feeling a lot better, thank you. But whether the champagne had worn off I am not so sure, for I found myself explaining that we were truly sorry we couldn't stay longer, but wir haben otra Señora waiting in the voiture. Samedan was like that !

(*To be concluded*)

DONALD FINDLAY GREIG

DONALD GREIG started gliding at Dunstable in 1936, at the same time as Geoffrey Stephenson, with whom he afterwards bought and shared the famous " Grey Kite ". He flew in the National Competitions of 1938 and in the same year obtained his Silver " C ". The " Grey Kite " rapidly became well known in the Gliding Clubs, and Greig's well-built figure, handsome face and generous manner was an integral part of any meeting whether on the home hills of Dunstable or expeditions to unknown sites.

Shortly before the war the " Grey Kite " was changed for the " Blue Gull " and this machine soon became as familiar as its predecessor.

The war found Greig in the army in France. He returned to this country at the time of Dunkirk and then transferred to the R.A.F. during the formation of the Glider Pilot Regiment. During 1941 he was one of that well-known band of pre-war glider pilots at Thame. He spent the latter part of

the war as an Instructor, piling in 3,000 hours and training hundreds of pupils.

VJ-Day saw Donald back in his beloved " Blue Gull " and away on a cross-country flight of 42 miles, and it was with a good many regrets that his glider was sold to make way for an Elliotts " Olympia ". With the better performance of the new machine Greig was really able to realise his wealth of experience and every possible week-end the " Olympia " was taken to the most suitable site by his immaculate car, rigged, polished and flown in that typical methodical, steady but enthusiastic manner.

Donald's tremendous perseverance and attention to detail were the qualities which carried him so far. He was also a most able instructor, and gave capable and generous help in this connection at any Club he visited.

We will miss Donald a lot. Somehow those summer days at the Gliding Club will not be the same without his familiar figure, his quiet humour and his kindness and help to the younger pilots who are now left to carry on where he has unwillingly left off.

CHRISTOPHER NICHOLSON

A FRIEND writes: " Kit Nicholson lost his life on 28th July, 1948, on the exact spine of Monte Bellinghera at the head of Lake Como, whilst attempting a goal flight during the International Gliding Competitions from Samedan across North-Western Italy to Nice.

His death, at the age of 43, is an irreparable loss, not only to his many friends, but to the community as a whole, for his special qualities are in short supply indeed.

He was at once practical and artistic, sensitive and courageous, gay and utterly reliable; a man of blinding and fundamental integrity. It was these combinations that made him at once a brilliant architect and industrial designer, a sailplane pilot of genius, and a proud friend. I have not known a more vital person, active and happy in his family and his friendships, his work and his hobbies.

His interest in flying dates from 1932, when he took up sailflying, then in its infancy in this country, and almost at once spun his " Green Wren " into the hillside at Dunstable. Such a challenge was exactly calculated to encourage him. A few years later he was a regular winner of the National Gliding Contests, and at the time of his death was holder of the British two-seater distance and goal-flight records.

During the war he joined the R.N.V.R., which at first would only grant him a non-flying job as a meteorological officer, which was given him on the strength of his gliding experience. He ended up as Commander R.N.V.R., Officer in Charge of Flying at Katukarunda.

His lasting memorial to the gliding community will be the London Gliding Club's Club-house at Dunstable, which he designed and which was opened in 1938. Such a building posed an entirely new functional problem of the sort exactly suited to his talent. His solution was brilliant, and without doubt this is the finest building of its kind in the world.

FINAL CLASSIFICATION

Place	*Pilot*	*Country*	*Entry No.*	*Type of Aircraft*	*Total Marks*
1	**P. A. Persson**	Sweden	25	" Weihe "	27086
2	M. Schachenmann	Switzerland	31	" Air 100 "	26258
3	A. Kuhn	Switzerland	28	" Moswey III "	25970
4	A. Magnusson	Sweden	24	" Weihe "	22319
5	T. Ara	Spain	2	" Weihe "	22169
6	H. Lambert	France	9	" Air 100 "	21111
7	R. Fonteilles	France	8	" Nord 2000 "	18428
8	S. Maurer	Switzerland	29	" Moswey III "	18034
9	A. Valette	France	12	" Air 100 "	18031
10	P. Wills	Great Britain	17	" Gull IV "	17811*
11	J. Haltiala	Finland	5	" Meise "	17758
12	G. Juez	Spain	3	" Kranich "	16407
13	L. Notteghem	France	11	" Air 100 "	16303
14	L. Welch	Great Britain	16	" Meise "	15664
15	R. Isler	Switzerland	27	" WLM 1 "	14239
16	R. Branciard	France	7	" Air 100 "	14178
17	R. Forbes	Great Britain	13	" Weihe "	14107
18	K. Ruckstuhl	Switzerland	30	" Moswey III "	14083
19	C. Lethore	France	10	" Nord 2000 "	12950
20	K. Fahrlander	Switzerland	26	" WLM 1 "	12753
21	P. Mallett	Great Britain	14	" Weihe "	12153
22	H. Temmes	Finland	6	" WLM 1 "	10978
23	P. Sevillano	Spain	4	" Weihe "	10569

Samedan, 31.7.48, 16.00 hrs.

A. HUG.
President of the Jury.

(*continued on page* 11)

ULTRA LIGHT AIRCRAFT ASSOCIATION

SUMMER CAMPS

No. 3. 28th August to 11th September. No. 4. 11th September to 25th September. No. 5. 25th September to 9th October.

IT will not normally be possible to accept members for periods other than those shown although in certain cases where members cannot manage a full 14-day period, it may be possible to accept them for a shorter period provided that the period in question comes within the limits of the courses shown and does not stretch from one course into the next. Bookings on this basis can only be made subject to there being accommodation available.

In view of the shortness of the time at our disposal, all members desiring to attend the camp must let us know at once, indicating the course in which they are interested and enclosing a booking fee of 10/-. This fee will be returned in full if the camp project has to be called off. Full details of the exact charges (which we anticipate will be less than at first anticipated) and the method of payment will be given in the next Bulletin. The above request for payment of booking fees applies equally to those who have not applied before and to those who have already indicated their intention of attending. The latter should take note of the dates of the various courses given above and confirm the dates between which they wish to attend when sending the booking fee.

ENGINE DESIGN

Aeronca J.A.P. Engines

Members will be interested to know that the first of our J.A.P. engines to fly has been performing very well in the Fairey " Junior ", into which it has been installed very neatly. After a certain amount of initial adjustments and tuning, the engine has proved highly successful. It runs remarkably smoothly for a big twin (1860 c.c.) and after several hours' flying by various pilots at the recent demonstration of the " Junior ", there were no noticeable signs of any oil leakage. We are confident that our stock of engines will prove perfectly suitable for U.L.A. purposes until one of the new designs now in hand becomes available in production and members or Groups interested in buying one of these J.A.P. motors are, therefore, recommended to make known their requirements without delay, otherwise they are likely to be disappointed. The existing stock will not last for ever !

Ehrlich Engine for Auxiliary-powered Sailplanes.

Members considering the possibility of installing an auxiliary power plant in a sailplane will be interested to hear of the " Ehrlich " 350 c.c. motor-cycle engine which might prove very suitable for the purpose. This is an air-cooled two-stroke engine with twin cylinders in-line and a common combustion space (utilising the uniflow principle of induction charge). It has been well tested in motor-cycle racing and develops 18 b.h.p. at 4,000 r.p.m. It is, however, heavy (90 lb.) but the manufacturers state that a lighter and more powerful engine is in process of being developed for racing purposes. They are prepared to modify the engine for aircraft use but the price would depend on the alterations involved and the quantity concerned : they quote a basic figure of £30 to £35 for guidance. We should be glad to hear whether any members are interested in such a project before we discuss the matter further with the firm.

OPERATIONS SUPPLEMENT

Contributed by F/O. I. G. Imray, Chairman, Operations Sub Committee

Flying the " Zaunkoenig ".

On Saturday morning, the 8th May, I was privileged to fly the German " Zaunkoenig " aeroplane which was fully described in a recent article in the " The Aeroplane." (" Towards a foolproof Aeroplane— March 12th).

The flight was made possible through the courtesy of Group Captain Silyn Roberts, A.F.C., M.Sc., Commanding Officer Experimental Flying at the Royal Aircraft Establishment, Farnborough, to whom I would like to record my thanks on behalf of the Association for putting the machine at our disposal. Both G/C. Mole and myself " had a crack " and were both duly impressed, if perhaps in different ways.

The " Zaunkoenig " is a " tailor-made " aircraft and, being rather long in the legs, I found the brakes very difficult to control. I found it very difficult to keep my feet on the rudder bar and at the same time not to apply the brakes involuntarily, which no doubt accounted for my first rather long take-off run. I could feel that she was being held back but at the same time I was at a loss to understand why.

As might be expected, the rudder is very light and effective at all except low speeds. Aileron control is direct and effective and even when the machine is in as near a stalled condition as one can get it, full aileron control is maintained. Although no elevator trimmer is fitted, very little pressure is required on the stick to maintain the aircraft in a constant attitude. Perhaps the most remarkable thing about this little machine is the (at first alarming) rate of sink when the throttle is completely closed.

The approach is somewhat unusual, being almost in the three point attitude and, thanks to a specially strengthened undercarriage, the machine can be flown straight on to the ground. However, we had been requested not to attempt the " parachute " landing described in " The Aeroplane " article referred to above. On all occasions I had an insuperable desire to " flatten out " my approach and hold off before touching down. Because, as already stated, the approach was almost in the three point attitude, I was told by observers on the ground that, due to my flattening out and holding off, I put the tail down before the main wheels, as I myself suspected. Thanks to the design of the undercarriage, however, there is no tendency for the machine to "kangaroo " across the aerodrome if one should put her down tail first.

On an average the machine can be brought to a standstill within 30 yards of the touch-down point.

I found the best approach combination to be 30 degrees of flap, 55 to 60 K.p.h. (34 to 37 m.p.h. approx.) on the A.S.I., and the propeller turning at about 900 r.p.m.

Having " solo training " at the back of my mind, I concentrated chiefly on approaches and landings and did not spend a great deal of time " upstairs ". However, the machine appears to be perfectly normal in its manoeuvres, although by reason of its slow cruising speed, I would not care to undertake too long a cross-country in it ! The cockpit, being situated near the trailing edge of the main plane, gives a field of vision which is slightly better than the average high wing monoplane.

It is claimed for the " Zaunkoenig " that a sailplane pilot could be sent off solo after only five minutes instruction on the ground. I would even go so far as to say that a non-flyer of good average intelligence could be sent off solo after only very little more instruction on the ground. He would not have to be worried with the business of flattening out his approach and hold off before touch-down and thus should find the business of landing very much simplified.

With reference to the construction of the " Zaunkoenig ", it was suggested that as this machine was constructed by students, it should be suitable for construction by similar groups in this country. I would be most interested to see this project undertaken by one of our Groups—say the Experimental Group at Elstree—who could then experiment with other aspects of " solo training ". In this latter connection, members will be interested to know that negotiations are now in progress between U.L.A.A. and M.C.A. and the Ministry of Supply with a view to the " Zaunkoenig " being loaned to the Association for the purpose of carrying out practical " solo training " tests.

Pilot's Qualifications for U.L.A.A. Badges.

In July, 1947, we announced the results of a design competition for an Association badge and stated at the time that, in accordance with the general wishes of members, it had been decided that the badges should give some indication of the holder's experience as an ultra light aircraft pilot. Accordingly, the Operations Sub Committee has spent the intervening period threshing out the question of what tests members should be required to pass to qualify for the different badges and, as announced at the A.G.M., these requirements have now been finalised.

It is proposed that there shall be three grades of badges for pilots, these being a blue enamel one for the novice, a bronze one for the more advanced pilot and a silver one for the really experienced pilot. All these badges will consist of a basic emblem carrying wings to indicate the wearer's pilot status as will a special gold badge which will be awarded in limited quantities each year for particularly meritorious flights in ultra light aircraft. A simple badge consisting of the basic emblem only, without wings, will be made available to non-pilot members of the Association.

Before going on to list the qualifications required for the different badges, we would like to stress again the fact that none of the badges mentioned is intended in any way to replace Pilots' Licences issued by the Ministry of Civil Aviation and that all candidates for any of our badges must be in possession of at least a Student Pilot's Licence, if and when introduced.

The Blue Enamel Badge.

Candidates must be able to prove 5 hours solo on ultra light aircraft, this time to include 10 satisfactory landings.

Practical Tests.

(a) Three figure of eight turns, maintaining constant height.

(b) One landing from a height of not less than 2,000 feet above ground level, without use of engine and finally stopping the aircraft within a distance of 50 yards of a previously selected point.

(c) One landing, with unrestricted use of engine, the actual touch-down to be within 50 yards of a previously selected point.

(d) In addition, the candidate must satisfy his flying instructor as to his general ability as a pilot, the smoothness and safety of his flying, and his ability to recover from a spin.

Oral Technical Examination.

(a) The candidate must have a good knowledge of the following: Rules as to lights and signals; general rules for air traffic and the special rules for air traffic on and in the vicinity of an aerodrome.

(b) International Air Legislation.

(c) Air Navigation (Consolidation) Order, 1923; the Directions issued thereunder, and Notices to Airmen as issued by the Ministry of Civil Aviation.

(d) Elementary servicing (re-fuelling and Daily Inspections) and ground handling (picketing, etc.)

(e) Elementary principles of flight.

(f) Action in the event of fire, both on the ground and in the air.

(Owing to pressure on space, the qualifications required for issue of Bronze and Silver badges will be given in our next number, together with details of the method of issue, etc.)

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continued from page 8.

and booming onwards into Gippsland. . . . It was a very mild flight as they go, duration 28 minutes, altitude not much over 3000' . . . nevertheless cold fronts have gained a new admirer. Let the birdmen have their bumpy thermals ! It's the little old cold fronts for me."

It is flights like that which wipe from memory the hours and days and months of labour. They can keep the sport of kings; this is the king of sports

NEWS FROM THE CLUBS

ULSTER GLIDING CLUB

July 4th. Lieut. Irvin Bowman, R.N., is an optimist. From slightly over 2,000 ft. he set off cross-country. Conditions were not good and he landed at Drumcroon, 10 miles away. The Ulster club have a distance trophy, and this flight might start something.

July 11th. Started the Northern Ireland trade holiday week. Winds were northerly, but light. Cloud base was mostly below 1,000 ft. During the week Liddell (" Gull ") 5 flights, total 5 hrs. 05 mins., best height 3,200 ft., repeated the trip to near Portrush and back. Reggie Brown, in " Kite ", 3 flights total 2 hrs. 55 mins. Lt. I. Bowman, R.N., one flight 3 hrs. 50 mins. This was a Silver " C " duration attempt, but pouring rain followed by very low cloud and still air, forced him down.

William Douglas (the Ulster duration holder) had the week's bad luck in always having his turn when the wind failed. He had two flights of half-hour duration.

Lt. Murray Hayes, R.N., also met no lift condition. We are sorry that he has now left Eglington, as he has been one of our best supporters during the post-war years.

Carl Beck went to Long Mynd and put in 15 hours during the week.

We now consider ourselves a real club. We have a " Hangar " (a nissen hut) in which the machines can be " tail-rigged ". They are thus carried to the beach where the wings are rigged from the trailer. The saving is about 15 minutes per machine. Also, our good hosts, Mr. and Mrs. George Parker of the Downhill Hotel, have let us have a room of our own in which we have put stretcher beds. Members can stay for the price of food and drink. Our host also supplied a pin-up from a popular magazine as wall covering. From now on we expect more interest.

Visitor on beach after " Gull " had landed: " Is it controlled from the ground, or is it worked by the man in it ? "

DERBYSHIRE AND LANCASHIRE GLIDING CLUB

June has not been a particularly good month for us and we have had our fair share of rain. There have been no outstanding performances, but mention must be made of the relief map of the district made largely by Cyril Kaye. This map in which the contours have not been filled in with plaster or papier-mache gives an excellent picture of the west and south slopes and the influence of the surrounding country on them. The contour maps from which the relief was made have been left in and the original details can be seen on the relief. Bob Robertson has procured and mounted a large-scale map covering half one wall of the club room. Up to date neither of the maps has been used as a dart board.

Before the War we took some pride in our telephone system which extended to every part of the site. This system has now been completely renewed thanks to the efforts of the Dickson family. If it's not too much trouble to take a pair of telephones and plug them in to one of the innumerable posts round the field, the system will repay the effort over and over again.

Total launches for June were 397. Total hours 71. Three " A " Certificates and one " B " Certificate were gained.

Saturday, 5th June. Wind SSW 15-20.

During the early afternoon the " G.B. " and an " Olympia " had indifferent success off the SW. point but later on conditions improved and some good thermals were contacted in a rather unusual spot for a SW. wind, namely, in the gulley off the NW. slope. George Thompson had an hour and a half in the " G.B. " Harry Midwood also had an hour in the same machine. Peter Richardson and Margaret Swale had 20 minutes each and five other pilots also flew the " Tutor ".

Total 21 launches, 11 hours 3 minutes.

Wednesday, 9th June. Wind E. 20.

The two-seater and the " Cadet " were brought out and after two trial circuits in the former Barbara Richards did three circuits in the latter to obtain her " B " Certificate. Considering the strength of the wind and the awkward contours of the ground towards the East, Barbara fully earned her award.

Saturday, 12th June. Wind E. 10.

The " Eon Primary " was brought out for training and Abrahams and Threlfall each had a low hop. The former is ex-R.A.F. and the latter having recently taken a power " A " licence. Both pilots were then given test circuits in the " T.21 " and Abrahams was then sent up for a circuit in the " Cadet ". Threlfall's circuit, however, showed that he requires some further instruction. The " T.21 " is proving invaluable for testing pilots before they go on to a more advanced stage and it will probably be exceptional in future for any pilot to be sent up for a circuit until he has taken an instructor up for a circuit first.

The " Tutor " and " G.B. " also did circuits. Total 48 launches, 63 minutes.

Sunday, 13th June. Wind E. 5-10.

A good training day. The " Penguin " and the " Primary " did 71 launches and the total launches for the day were 131, the greatest number of launches we have had in one day for many years.

Wednesday, 16th June. Wind WSW. 15.

Tony Dolan organised a Wednesday afternoon party and 26 launches produced 7 hours 27 minutes. As might be expected, although the day promised well, it was after 6 o'clock before anything stayed up. Roper did 24 minutes in the " Tutor " and Leech had nearly an hour in the " G.B. " Three " Olympias " were out.

Saturday, 19th June. Wind NW. 5.

Three flights in the " T.21 ", five in the " Cadet " and fourteen in the " Primary." John Tweedy, David Tye and Mario Bosi took " A " Certificates. Mario is on a short trip from the Argentine. We have not seen much of him, but we shall be sorry to see him return home.

Sunday, 20th June. Wind N. 7.

Gerry Smith was away early in the red "Olympia" under a promising sky. The promise was not maintained, however, and he landed at Hinckley, about 63 miles due South. Untidy pilot Gerry. Goodhearted, though. Lands in children's playgrounds and keeps them amused for hours. Chases the kids around and pats them all on the head, if he can reach them.

Neubroch's enthusiasm and Terence Horsley's flight to Swinderby has brought a number of R.A.F. Officers to the Club. Guy and Cleaver each had a good introduction to gliding and quickly graduated to high hops. We hope to persuade Stan Guy to bring his harp to the Club sometime.

The two-seater and Stan Armstrong both contacted thermals but for the rest it was nothing but training and circuits.

Total 64 launches, 4 hours 21 minutes.

Wednesday, 23rd June. Wind W..15.

A large party fixed up a half day's flying which commenced at 3.20 p.m. Conditions were good and G. O. Smith reached 3,000 feet in the two-seater. The "Tutor" people put in some good practice and Peter Richardson and Margaret Swale were promoted to the "G.B."

Total 30 launches, 9 hours 18 minutes.

Saturday, 26th June. Wind W. 18

A day of exceptionally good lift up to 1,500 feet or so. Stevenson was sent up for his "C" and spent over an hour at 1,000 feet. David Whitworth also had a useful ride in the "Cadet." The "Tutor" did five hours for five launches. The "Tutor" is a very popular machine at the moment. We have flown it for two years without damage and it is being flown with great care and conspicuous success by pilots who are hoping to qualify for the "Grunau's" when they arrive in August.

Total 33 launches, 20 hours 24 minutes.

Sunday, 27th June. Wind SW. 25.

A succession of rainstorms made interesting conditions for flying. All the "Olympias" were out, except Eric Taylor's which he bumped rather hard the previous day, and totalled 19 hours. The two-seater did 4 hours and the "Tutor," "Kite" and "G.B." did 2 hours 21 minutes, 2 hours 38 minutes, and 4 hours 13 minutes, respectively. The maximum height obtained was just over 2,000 feet.

Total 39 launches, 32 hours 14 minutes.

Wednesday, 30th June. Wind NNW. 10.

In spite of a light wind and overcast sky a small party spent a quiet evening. The "Tutor" boys outnumbered everyone else and had things pretty much to themselves.

Total 8 launches, 3 hours 42 minutes.

LONDON GLIDING CLUB

June

Certainly a post-war record, and perhaps an all-time Dunstable "high", with 374 hours of flying. This includes, however, some hours put in by a "Blue Tutor" of C.O.A. Gliding Club, which we have been unable to untangle from our daily flying sheets (Timekeepers please note !). The C.O.A. boys rush this outfit over to Dunstable whenever the weather looks promising, and this month they "clicked" with 5 "C" certificates and 3 Silver "C" duration flights. They all join as day members which enables their prospective "C" pilots to be taken over the course by one of our instructors in the "T.21" immediately before his qualifying flight; a "drill" which has been paying them good dividends. It also entitles them to hangarage; a facility which is becoming increasingly "sticky" with the continual increase in the number of machines flying at Dunstable.

As mentioned in last month's notes, we had a course running at the beginning of June, and 5 course members took their "C" certificates this month. They were:—

Lang, Pinkerton, Howe, Whitehead and Knight. Amongst club members Castledine took his "B," Cowan his "B" and "C" and Miss Perreau performed a neat hat-trick by taking "A", "B" and "C" within the month. We believe almost as many ladies have taken "C's" this year at Dunstable as their sex took in all pre-war years.

Cross-country flights totalled 8 this month, and accounted for 279 miles, including 3 flights which completed Silver "C's" for Cadman, Dan Smith and Latto, who flew 49, 38 and 33 miles respectively, all on the same day, June 27th. On this day, also, Greig flew to Lympne, a distance of 87 miles, with a strong cross-wind vector. Cocheme, in the course of the month, made no less than four cross-country flights totalling 62 miles—whenever we visit the club his "Olympia" appears either to be away, in the process of going away, or just arrived back from going away! Silver "C" duration flights were made by Barton and Scarborough. We are sorry to hear that the latter will shortly be leaving us to serve his "time" in the R.A.F. It is a pity he has not been able to complete his Silver "C" before joining up, as we felt sure he was just about to get it.

Considerable excitement centred round our mounting hours this month, as last year's total figure was passed. This year's total of hours, to the end of June, is 1132. The target figure for 1948 (2000 hours) set by our Chairman at the last Annual General Meeting, now looks comfortably in the bag.

The club also flew its latest acquisition, the "Gull *IV*," this month. This looks like proving a very popular machine with members, if for no other fact than its amazing turn of speed—it certainly appears to get through more Dunstable air in a given time than any other machine on the site. Its maker's choice of name is going to lead to considerable confusion here; it bears no resemblance to our other "Gull". Why not "Guillemot?"

We were pleased to welcome two visitors from "down under", Mr. and Mrs. Hearn of the Victoria Gliding Club, who were on their way over to see our old friend, Tim Hervey, at Eaton Bray.

An analysis of the month's flying time discloses that more hours were flown on week-days than at week-ends (206 hrs. as against 168 hrs.), and that club owned aircraft flew 229 hrs. against the 145 hrs. of private and syndicate-owned machines. Another good sign was that the month closed with the club fleet 100% serviceable, although the "Kadet" had a near miss on Saturday the 26th, when the hill rushed up and supported it just as it was thinking of doing a spin to the right. The club now consists of the following:—

2 " Nacelled Daglings " (another due shortly.)
1 " Kadet."
3 " Tutors "
1 " Grunau Baby *II* B."
2 " Gulls."
1 " T.21 " Two-seater.

There was some evidence last year that our fleet was not being as fully utilized as it should be, so we sold a " Kadet " and a " Tutor ", and early this year were considering the sale of further machines, when a rapid increase in activity led to a change of heart.

Summary of flying for the month of June

Number of Launches .. 759
,, ,, Hours Flown 374
(Total for last six months 1132 hrs.)
Certificates taken : 1 " A ", 3 " B ", 9 " C ".
Silver " C " Duration—2, Distance—3, Height—1.
Cross-Country Flights : 8 for 279 miles.

SCOTTISH GLIDING UNION

The June week-ends were mainly taken up with elementary training at Balado, on the Dagling and the new S.G. 38, and with hard labour at Bishop Hill, which was finally rewarded on 26th and 27th June, with a long-awaited west wind. Donald Campbell in his " H.17 " had forty-five minutes' soaring on the Saturday, climbing 1,500 feet from a bungy launch at a rate which varied from 5 to 20 feet per second. On Sunday, seven members of the S.G.U. soared the ridge, with varying degrees of success in finding the " escalator ", on which the " Cadet " climbed 1,200 feet, the " Tutor " 1,600 feet (cloud-base at that time), and the " H.17 " 1,800 feet. The latter stayed up for 1¼ hours, the " Tutor " and the " Cadet " averaged 30 minutes, for the sake of the queue of members ; incidentally, two spectators climbed Bishop Hill from the road below to join the S.G.U. on the spot. " Richard " Rozycki won his " C ", and finally Ron Flockhart, acting on the advice of our Secretary, Rowney, who rashly recommended that golf-clubs should be taken in the cockpit, lost height and made a neat landing on the 18th green of the golf course below the Hill. Eric Anderson, who passed on the road about that time, now understands why we are anxious for the rapid completion of the trailer. The Hill was shrouded in darkness and the hangar in cloud before the soaring members of the S.G.U. left for home, but the day was worth even a chilly journey in the small hours.

At the Monthly Meeting of Directors, it was decided to employ Donald Campbell as full-time Ground Engineer for the busiest period in summer. We have a full quota for the holiday gliding camps.

We were glad to have news of Sutton Bank and Long Mynd from John Seddon, and we hope to see Jock Wright's colour films of Balado one day soon.

THE SOARING ASSOCIATION OF CANADA

The general feeling is one of frustration and a certain amount of stale-mate. The early enthusiasm has almost shot its bolt and the clubs are now trying to establish themselves on a much sounder basis. This while not very spectacular, is probably all to the good. Some of the RCAF non-flying types on stations are getting interested and on one station at least have built a " Robin " as a start towards taking up gliding activity.

Our own club has had a big setback by one of our supposedly better types attempting to do low turns and badly bending our " Olympia " before we had a chance to do any soaring with it.

Just to show what would have been possible, we have made several flights with the " Grunau ". In fact, if anyone makes a flight of less than half an hour it is considered a poor day. Shorty Boudreault has so far been able to hit the highlights by establishing an official height record of 7,600 feet and a distance of 46 miles. While these are not very spectacular, they are the first time that two legs of a silver " C " have been gained by anyone in Canada. We are trying to push him up for his five hours if necessary by setting fire to the aerodrome.

(from GATINEAU.)

MIDLAND GLIDING CLUB
July, 1948

3rd July. Wind Westerly at first becoming SW 12-15 m.p.h. with 5/10 cumulus. The outstanding incident of the day concerned an instructor who shall remain nameless. At the time when the wind was backing toward the point at which the ridge would become unsoarable in hill lift alone the " T-21 " with said instructor and a pupil aboard was bungied off. Since they had been warned that lift had become very thin they pressed on right to the south-end of the hill, although the green ball had hardly shown its head since the launch. It soon became apparent that they had definitely lost height, and by the time that they were halfway down the slope in spite of diligent application to accurate flying it was clear that the only possible course of action was a landing in the emergency field at the bottom of the hill, and so the aircraft was positioned for an approach. At about this time something unfamiliar in the attitude of the machine was noticed by the crew, and this, coupled with a rather high rate of sink, suggested " Spoilers ".

It shall suffice to say that the " T-21 " as supplied had no device for locking the spoilers in the " out " position, though this is definitely desirable for towing on an exposed hilltop. Such a device had been fitted as a local modification ! It says much for the initiative of said instructor that he proceeded to demonstrate the procedure for an " away landing ".

4th July. Wind SW at first, but then veered to 25 m.p.h. westerly and eventually to NW with squalls. A good flying day.

6th July. Wind light from WNW, about 10 m.p.h. Only four members on site—Moore on one trip managed to maintain some 300 ft. for one flight, but on the next found only delayed sink everywhere.

10th July. Wind light and variable. Nearly 10/10 overcast in the afternoon after a promising morning. The Rice winch had been out of commission, but when it was serviceable again Testar was given a trial launch in the " T-21 ". This launch ceased suddenly at only 300 feet, and it was found that a crown wheel in the drive had now sheared. Since work was being done on the Chrysler winch at the time, flying was brought to an end by this incident.

11th July. Wind West 25 m.p.h., becoming WNW 20-25 9/10 str. cu.

at 600 feet lifted to 1,500 feet by evening, but conditions were rather uninteresting. Halliday and Adams, members of the current camp, took their " C's " after dual instruction to cover the special peculiarities of the site. Peculiar roll clouds across wind appeared in evening. Best height of day by Baker, who reached 2,600 feet in " Petrel " through breaks in cloud —may have been in lift connected with the rollers. Day's total flying time 38 hours 30 minutes.

12*th July*. Wind W/20 10/10 str. cu. at some 600 feet. Cloud was too low to operate until afternoon, then " T-21 ", " Kite ", and two " Tutors " were airborne for the rest of the day.

13*th July*. Wind W 20-25 m.p.h., upper wind nearly NW. 8/10 str. cu. at 2,000 feet. Flying started at 08.05 and there was plenty of activity all day, including two " C " flights and three Silver " C " durations. Day's flying 35 hours 55 minutes.

14*th July*. Wind W/12 10/10 str. cu. at 500 feet lifting later to 800 feet. A very uninteresting day. Leech and Wilson had solo hops as part of their two-seater training.

15*th July*. Wind light westerly, never exceeding 14 m.p.h. 10/10 str. cu. at about 1,000 feet. Various people scraped up to 500 feet, but had to stop at intervals when wind died.

16*th July*. Wind WNW about 14 m.p.h. 10/10 stratus at 2,000 feet lifted and broke to 7/10 at about 5,000 feet with large cumulus visible in the distance. Lift was not strong enough for the " Tutors" at any time—best height of the day was 1,300 feet by Seddon in " Kite ".

17*th July*. No flying. Very bright conditions at first, with wind from south. Later 10/10 overcast with rain.

18*th July*. Wind WNW/14. 9/10 str. cu. at 1,500 feet. Activity much as on 16th.

23*rd July*. This day brought thermal activity and cloud conditions such as are usually found only on the Continent. The most notable flight of the day was by Espin Hardwick in " Petrel ", and he flew from thermal to thermal at 4,500 feet above the hilltop without having to enter cloud, which was 3/10 cumulus with base at 5,000 feet above the hill.

25*th July*. Wind S/15 veering to SSW later. 10/10 clamp on hill lifted slightly during the afternoon and became 9/10 str. cu. Seven winch circuits were done and slight lift from Asterton gulley produced delayed descents in the area in front of the hangar. Allan did a good second circuit.

26*th July*. Anticyclonic, wind light and variable, some low stratus clearing to nil by 10.00 hours, small amounts of cu. in afternoon. No flying.

28*th July*. Wind E/10 all day, strongly anticyclonic, no cloud till 17.00 hours and then some cu. formed followed by dying cu. nimb. drifting up from the east. No flying, whole day spent on maintenance, including Chrysler winch.

29*th July*. Wind E/10 all day with thick haze, anticyclonic, no cloud, no flying. Maintenance all day.

30*th July*. Wind E/10 all day, still anticyclonic, poor vis., good cumulus formation in afternoon with big build up around 17.30 hours. No flying as winches both dismantled for maintenance.

31*st July*. Complete change in weather. Wind W/8-10 with 10/10 stratus on hilltop and apparently much heavy cloud above since no sign of sun breaking through. Occasional showers and distant thunder heard about noon. Clamp lifted slightly from hilltop in evening but wind remained too light for soaring.

All accommodation for the camp held from July 10th to July 18th inclusive had been booked well in advance, and members of this camp struck a period of unusually favourable weather which enabled them to put in a great deal of flying. Their efforts contributed handsomely to the month's total, and brought the total flying done from the Mynd during July up to 125 hours.

THE BRISTOL GLIDING CLUB

The second of our weekly gliding courses has resulted in 6 " A " and 3 " B " certificates being obtained by the nine pupils attending. Training was, however, only possible on three days of the course during which time 96 launches were made. There are still one or two vacancies on some of the remaining courses and persons interested should write to the Membership Secretary, 1, Lomond Road, Bristol, 7, for full particulars.

Flying activities have again been severely curtailed by wet weather, especially at the week-ends, but we are pleased to note that a total of more than 3,000 launches for the half year has exceeded our target.

The aerodrome grass has now been cut and collected into ricks. These have provided new hazards for both pilot and the winch operator, but great amusement to onlookers who at times see a glider and as many as three ricks being launched at once. To date we are pleased to say that an agricultural worker has not been added to the collection.

A number of our Club Members are having their holidays at Samedan in August and they are looking forward to some gliding in entirely different conditions than is available in this country.

The Club Committee are in the process of organizing an " Informal At Home " and the week-end of the 18th-19th September has been provisionally fixed for the event. A cordial invitation is extended to all gliding enthusiasts to attend, but they should obtain confirmation of the date from the Club Secretary, R. H. Perrott, 68, Coldharbour Road, Bristol 6, before they make final arrangements.

VICTORIAN MOTORLESS FLIGHT GROUP

Newsletter No. 6—May, 1948

Flying Diary

1/5/48. Beautiful day, warm and calm, occasional light cumulus forming and breaking up at less than 3,000 feet. 22 flights in " Coogee ". Grace Roberts used some rather weak lift over a ploughed paddock to coax " Coogee " from 500 feet to 2,200 feet, 21 minutes. (Coaxing took the form of rude comments to " Coogee " on " Coogee's " soarability.) Slight panic arose halfway through the afternoon when we saw " Coogee " trailer trundling along behind a car on the Prince's Highway. Someone remembered that Alan Patching, Clem Meadmore and Davie Jones were to transport the " Heron " from Mr. Werritt's barn to Berwick, and

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Best gliding angle - 1 in 22. Lowest sinking speed - 2.75 ft. per sec.

Price ex-works - £425

Provision for parachute, and complete set of instruments. Wheel brake optional.

they'd come for the trailer unnoticed by us.

2/5/48. Wind too strong for training. 25 flights in " Coogee ", 16 in " Kestrel " ; although no height above point of release was gained, Ron Roberts did 9 and 7 minutes, Viv Drough 8 and 7 minutes, Keith Meggs 7½ minutes, Les Williams 6½ minutes, Jack Iggulden 9½ minutes, Bill Iggulden 10 minutes, and of the other flights only two were less than 5 minutes. Bill was conducting a private investigation into the possibilities of a slope about a mile from the field and late in the day was located doing several triumphant beats along it. Three hearty British cheers were raised for such tenacity. Late in the afternoon, too, the wind modulated enough for Joyce and Al Hogan to have their first low hops in the " Heron ".

8/5/48. It rained and it blew so nobody flew.

9/5/48. 18 flights in " Coogee ". First flight of day was made in rather strong wind. Grace Roberts and " Coogee " gained 200 feet in good lift but reluctantly decided that wind was too strong to stay with it, so returned to field with red ball dancing between 15 and 20 feet. At 450 feet, approaching take-off point, mysterious buoyancy was encountered and 10 startled minutes were spent between that height and 550 feet, beating back and forth in an area about 200 yards wide and 50 yards deep. Pilot's theory is that wind blowing along a ditch, 15 feet deep, 20 feet wide, terminating near a line of trees, created just enough upward burble to keep us there. The wind died down abruptly so no one had a chance to try it again. Flight lasted 15 minutes altogether, and highlight of it, from pilot's point of view, was the sight of Nance Iggulden and John Day, gazing open-mouthed upward as " Coogee " and Mrs. R. skittered back and forth above them at this silly altitude.

15/5/48. We rigged " Coogee " in a moderately strong northerly, which perversely then became a very strong northerly, so we derigged " Coogee " in a very strong northerly and put it down to Rigging and De-Rigging Practice in High Wind and went mushrooming instead, first doing a few odd jobs such as cleaning out toolboxes and passing very harsh remarks about people who pack up field telephones and leave bulldog grips and earthpegs out on the field.

16/5/48. See note for 8/5/48. (I'm not game to repeat it.)

22/5/48. Same again.

23/5/48. To-day marked Operation Treetops. 12 flights in " Kestrel ", 6 in " Coogee ", including 12 minutes (that woman again) from 600 feet to 1,250 feet, broken-hearted pilot again leaving good lift because of strong wind making height gained not enough to justify distance from field. On the 6th flight, a Very Intrepid Birdman Indeed drifted too far on a turn, failed to clear some cypress trees and landed on top of them. Believe it or not, kiddies, the damage was practically nil, apart from shocking wear and tear on hearts of beholders. Pilot unharmed, except for bruised midriff where the harness took the strain ; " Coogee " had a small hole scrunched in leading edge near wingroot, few sections of ripped fabric, one section of trailing edge of starb'd wing stove in, otherwise perfectly intact. She looked like a large and foolish hen roosting up there. Greatest problem, of course, was to get her from tree to ground still undamaged. This took two hours, one axe, sundry lengths of rope, amazing tree-climbing feats and, being the VMFG, a lot of witty remarks. For advice on Getting Sailplanes Out of Trees apply only to the Experts ; don't be content with second-best, see the VMFG.

Footnote : as mentioned last month, we had decided to suspend flying temporarily at the end of May, but, let us sternly remark, that is not an excuse for frivolous landing of " Coogee " in trees.

The two member clubs of the Victorian Soaring Association using the Berwick strip (Beaufort Gliding

Club and our Group), have, since 1st January this year to date, carried out 1,010 flights—with only 3 winches. Aircraft flown—"Phoenix" two-seater, "Coogee" and "Kestrel" sailplanes and "Rhon" primary. ("Heron" made 9 flights.)

Incidentally, the Group now has 8 advanced sailplane pilots and since the first batch of trainees commenced in December, 1944, a further 10 pilots have been trained to sailplane soaring stage; six of these are still active, the other four temporarily either absent from the State or beset by studies, etc. We have five advanced trainees and five *ab initios*. There is plenty of room for new members, provided they are prepared to do a spot of yakka and don't expect to be spoon-fed. Sometimes we are inclined to look on maintenance and repair work as a necessary evil (to put it very politely) but when you come to think of it, it really can be quite an enjoyable part of the activities.

Speaking of Work

"Rhon Ranger": Keith Meggs is handling the skid at his home; Clem Meadmore is making a new seat; various other jobs are being done by the Rhon group at their individual homes.

Whippet and Winch are being overhauled by Alan Patching, Mike Bruce, Les Williams. "Coogee" is at the Roberts's as-yet-uncompleted-but-OK-for-repair-jobs home at 180, Teddington Road, Hampton.

Apart from these jobs, phones, first aid kit, tool kits, etc., are being checked; drogues, flags, tow-ropes are to be made. The Equipment Officer, Mike Bruce, Haw. 4493, has the necessary materials, so contact him if you can handle a job.

Workshop Wanted

The need for a workshop is obvious and urgent. The General Meeting approved of the V.S.A.'s scheme for a combined workshop, and the search is now on. There is nothing to stop you starting a campaign to find space—an old stable or loft will do. The sooner we find something the better, particularly as we have decided to start construction of a "Grunau Baby", as soon as the materials and workers' aspect has been investigated. More details of this will be given next month.

ROYAL AERO CLUB GLIDING CERTIFICATES

MAY, 1948. (Issued under delegation, by the B.G.A.)

GLIDING CERTIFICATES: "A" .. 171 (Nos. 8209-8379 inclusive).
"B" .. 63
"C" .. 50

Silver Badges: 7

"B" CERTIFICATES

No.	Name	A.T.C. School or Gliding Club	Date taken
1742	Bernard Howard Heldon	123 G.S.	22. 5.48
2284	N. Cornwall		17. 9.47
3014	Joseph Basil Hastings	127 G.S.A.T.C.	24. 4.48
3823	Joseph Eric Sugden	R.A.F. Station, Lubeck G.	25. 4.47
4085	Gerald Arthur Knight	London G.C.	28. 5.48
4443	William Michael Francis Rose	R.A.E. Technical College G.C.	24. 3.46
6065	Donald Frederick Poole	186 G.S.	2. 5.48
6223	Frank Cawood	R.N. Glider Unit	19.10.47
6648	Douglas Frederick Bampton	89 Glider School	17. 5.48
7101	Mornington Ivor Orrey	146 G.S.	22. 5.48
7302	Robert Claude Groome	London G.C.	8. 5.48
7335	Philip Auriol Edgar Jeffery	Handley Page G.S.	30. 5.48
7387	Kathleen Grania Bodell	Derbyshire	30. 5.48
7687	Dennis William Taylor	43 A.T.C.G.S.	14. 3.48
7742	John Frederick Squirrell	104 G.S.	6. 6.48
7800	Kenneth William Henry Driver	27th G.S. Woolsington	11. 3.48
7823	Leslie Maxwell Rhoderick Bray	Handley Page G.C.	24. 4.48
8157	Mary Elizabeth Greaves	London G.C.	30. 5.48
8209	Ronald Ruddock-West	A.H.Q. B.A.F.O.	25. 4.48
8212	John Bruce Bowdler	Midland G.C.	18. 4.48
8226	Bernard Hall	Air H.Q. B.A.F.O.	4. 4.48
8227	Ruth Lapage	Scottish G. Union	8. 5.48
8228	Neville Henry Wood	College of Aeronautics	23. 3.48
8229	Victor Alfred Baden Rogers	Ditto	23. 3.48
8232	Marianne Inglis Monro Smith	Scottish G. Union	8. 5.48
8237	John Challis Stewart Connell	Condor G. Club	12. 2.48
8238	Raymond Leslie Richardson	89 Gliding S.	9. 5.48
8242	John Brian Combes	A.H.Q. B.A.F.O.	28. 3.48
8254	Laurence Alfred Lewer	68 G.S. R.A.F.	11. 4.48
8255	Ian Bedford Leno	125 A.T.C. G.S. Langley	2. 5.48
8272	Hubert James Hunter	Cannet G.C.	17. 5.48
8273	Thomas Charles Douay Whiteside	R.A.F. Wahn, B.A.F.O.	12.10.47
8274	Andrew Malcolm Laidlay	Surrey G.C.	8.10.47
8275	Harold William Gumbrell	192 Gliding S. R.A.F.	29. 2.48
8276	Henry Watson Sanderson (Jnr.)	26 G.S. Middleton	23. 5.48
8277	James Blumer	26 G.S. Middleton	23. 5.48
8278	John Herbert Claude Saffery	Wahn Gliding Club	11. 4.48
8281	Dorothy Stedman Lawson	Scottish Gliding U.	2. 5.48
8287	Thomas Norman Bullett	84 Group Salzgitter	1.11.47
8288	Howard Thomas Skett	85 Wing G.C. B.A.F.O.	19.11.47
8289	Peter Davis	Portsmouth Aero Club	18. 4.48
8295	George Neil Roberts Whitfield	Air H.Q. B.A.F.O. B.A.O.R.	14. 3.48
8296	Donald Francis Miller	Scottish G. Union	14. 3.48
8299	George Raymond Gibson	203 G.S.	8. 5.48
8300	John Fred Limpens Lemaire	R.A.F. Oerlinghausen	6. 7.46
8301	David Frank Holding	H.M.S. Condor G.C.	11. 4.48
8302	Thomas Gilroy Phillips	Cambridge University	16.11.47
8303	John Walter George Wellham	R.N. Gliding Unit	24. 5.48
8304	Charles Hubert Parker	R.A.F. Gutersloh B.A.F.O.	8. 5.48
8305	Derek Hughes	Portsmouth Aero Club	8. 5.48
8312	John Heaton Death Partington	Southdown G.C.	22. 5.48
8319	William Edwin Ogle-Skan	No. 146 G.S. Hornchurch	24. 4.48
8333	John Giltrow	London G.C.	2. 5.48
8344	Stanley James Waters	R.N.A.S. Anthorn	30. 5.48
8345	John George Frederick Argall	Reinsehlen G.C. Hamburg	24. 4.48
8346	Eric John Martin	Redhill Gliding Club	27. 5.48
8349	Geoffrey James Day	Scottish Gliding U.	9. 5.48
8365	Anthony Robin Calvert	R.M.A.S. F.C.	22. 5.48
8372	John Lancelot Aspinall Addison	Reinselhen Airfield	6. 9.47
8373	Miss Daphne Nina Perreau	London Gliding Club	9. 6.48
8374	Richard Robert Jeffery	No. 12 Group G.C.	23. 5.48
8375	Robert William Few	Condor Gliding C.	16. 5.48
8379	Percy Albert Lang	London Gliding Club	30. 5.48

"C" CERTIFICATES

1153	William Lawson	Scottish G.U.	24. 4.48
1923	Herbert Edward Eyre	123 G.S.	17. 5.48
1983	Joseph Vernon Huse	123 G.S.	9. 5.48
2284	N. O. Cornwall	140 Wing G.C.	31. 8.47
2993	Derek Raymond Erlington	London G.C.	26. 5.48
3014	Basil Joseph Hastings	127 G.S.	25. 4.48
3043	Clifford Chadwell Dorman	Bristol G.C.	3. 4.48
3267	Keith Roland Sturt	R.M.A.S. F.C.	15. 5.48
4084	Gerald Arthur Knight	London G.C.	4. 6.48
4437	Kenneth William Kimber	R.M.A.S. F.C.	15. 5.48
4556	Vivian Frederick James Falconer	Oerlinghausen G.C.	3. 6.48
4626	Dennis James Dawson	Leicester G.C.	16. 5.48
4816	John Maxwell Hands	106 G.S.	25. 4.48
4951	Alfred William Hall	Lubeck G.C.	26. 4.48
5948	George William Alan Constable	Southdown G.C.	23. 5.48
6224	Arthur George Huckle	Oerlinghausen G.C.	18. 4.48
6365	Grace Betty Gays	Leicester G.C.	30. 5.48
6562	George Trehane Collins	Oerlinghausen G.C.	3. 6.48
6700	Herbert Frank Bishop	123 G.S.	20. 5.48
6709	Ian Macdonald	183 G.S.	16. 5.48
6871	David Alfred Whitworth	Derby and Lancs. G.C.	22. 5.48
7258	Rossall Percy Vickers	London G.C.	26. 5.48
7302	Robert Claude Groome	London G.C.	22. 5.48
7556	Ivan John William Pothecary	R.E. G.C.	5. 6.48

No.	Name	A.T.C. School or Gliding Club	Date taken
7575	Jack Clark	Air H.Q. G.C.	18. 4.48
7611	George Gerard Rimmer	R.E. G.C.	5. 6.48
7650	David John Holmes Ogilvie	Air H.Q. G.C.	17. 5.48
7653	John Inflis Purser	R.E. G.C.	5. 6.48
7750	William George Tinker	Air H.Q. G.C.	8. 5.48
7759	Peter John Wells	Oerlinghausen G.C.	17. 5.48
7938	John Maurice Golding	Reinsehlen G.S.	25. 4.48
7978	Peter John Cooper	College of Aeronautics G.C.	22. 5.48
8023	Cecil Rhodes Davis	R.A. Aero Club	30. 5.48
8054	Helen Patricia Foster	London G.C.	26. 5.48
8192	Arthur Edward Mackenzie Barton	London G.C.	22. 5.48
8226	Bernard Hall	Air H.Q. G.C.	8. 5.48
8242	John Brian Combes	Air H.Q. G.C.	5. 5.48
8273	Thomas Charles Douay Whiteside	Wahn G.C.	10. 4.48
8274	Andrew Malcolm Laidlay	Surrey G.C.	19. 5.48
8275	Harold William Gumbrell	192 G.S.	29. 2.48
8295	George Neil Roberts Whitfield	Air H.Q. G.C.	21. 3.48
8300	John Fred Limpens Lemaire	Oerlinghausen G.C.	14. 9.46
8301	David Frank Holding	Condor G.C.	2. 5.48
8302	Thomas Gilroy Phillips	Cambridge G.C.	18. 3.48
8319	William Edwin Ogle-Skan	146 G.S.	9. 5.48
8333	John Giltrow	London G.C.	22. 5.48
8345	John George Frederick Argall	Reinsehlen G.C.	8. 5.48
8346	Eric John Martin	Surrey G.C.	1. 6.48
8375	Robert William Few	Condor G.C.	9. 5.48
8379	Percy Albert Lang	London G.C.	1. 5.48

SILVER BADGES

140	C. T. Lynas	6581
141	J. Robinson	7100
142	D. Brown	6349
143	A. Gough	7545
144	A. G. Shepard	552
145	A. A. Verity	706
146	P. D. McCarthy	7808

GLIDING CERTIFICATES: "A" .. 226 (Nos. 8380-8605 inclusive)
JULY, 1948. "B" .. 79
"C" .. 60

SILVER "C" 10 (Nos. 147-156 inclusive)

"B" CERTIFICATES

No.	Name	A.T.C. School or Gliding Club	Date taken
3105	Kenneth Vacendish Fitzroy	R.A.F. Gutersloh	12. 6.48
3541	Ernest William Dewing	London G.C.	10. 7.48
5750	Wesley Edwin Card	Luneburg G.C.	11. 7.48
6190	Douglas Alexander MacDonald	125 G.S.	11. 7.48
6966	David Scott Cowan	London G.C.	13. 6.48
7236	Derek Charles Meadowcroft	68 G.S.	13. 6.48
7312	David Steveuson Dunlop Aitkenhead	10 G.S.	25. 4.48
7403	Barbara Richards	Derby and Lancs. G.C.	9. 6.48
7757	Peter John Woosnam	Imperial College G.C.	9. 6.48
7876	Eric Albert Cotter	125 G.S.	27. 6.48
7929	Raymond Edward Fisher	102 G.S.	13. 6.48
7965	Frederick William Halliday	104 G.S.	20. 6.48
8041	Kenneth Malcolm Elder Mackay	45 G.S.	2. 5.48
8055	Cedric Ormonde Vernon	Handley Page G.C.	5. 6.48
8099	Peter John Walker	102 G.S.	18. 7.48
8381	Charles Edward Casbolt	Empire Flying School	27. 5.48
8386	Eric Wilmot Tremlett	123 G.S.	12. 5.48
8387	Frank Gerald Fray	Wunstorf G.C.	26. 3.48
8393	George Evan Wilson	Empire Flying School	26. 5.48
8400	John Harold Parry-Jones	Bristol G.C.	8. 5.48
8401	Anthony Walpas Green	Uetersen and District G.C.	6. 6.48
8404	Caledon Alexander	Air H.Q. B.A.F.O.	25. 4.48
8405	James Anderson Smith	Gutersloh G.C.	28. 3.48
8406	John Edward Kilduff	141 G.S.	9. 5.48
8414	Norman James Dickson	Oerlinghausen G.C.	30. 8.47
8420	Conrad Leather Williams	188 G.S.	23. 5.48
8421	Bernard Michael Booth	188 G.S.	23. 5.48
8422	Hugh Railton	188 G.S.	23. 5.48
8423	Leonard Lightfoot	188 G.S.	23. 5.48
8426	William Makepeace Strathern	130 G.S.	14. 3.48
8427	Ian Ladley	Gutersloh G.C.	11. 4.48
8428	Ernest Hummerston	Air H.Q. B.A.F.O.	13. 6.48
8431	Edward Mark Dowlen	College of Aeronautics G.C.	23. 4.48
8439	Kenneth Riley Fith Kenworthy	23 G.S.	19. 5.48
8441	Malcolm Douglas Hamilton Dickson		19.10.47
8454	Robert William Elliott	Wahn G.C.	6. 3.48
8455	William Albert Smeed	Gutersloh G.C.	26. 3.48
8461	Alan Beresford Smart	Oerlinghausen G.C.	23. 8.47
8462	John Ronald Tunney	Luneburg G.C.	5. 6.48
8463	Kenneth John Frederick Rowcliffe	Oerlinghausen G.C.	7. 9.47
8466	Leslie Pearmen	Scottish G.U.	16. 5.48
8467	Cecil Beaumont Lewis	College of Aeronautics G.C.	29. 5.48
8476	David Kane	R.M.A.S. F.C.	16. 6.48
8488	Jack O'Donovan	Air H.Q. B.A.F.O.	9. 5.48
8491	Patrick Mervyn Beech	Somsrset G.C.	23. 6.48
8492	Edward Frank Austin	Wahn G.C.	27. 3.48
8503	Richard Wright Whittome	Surrey G.C.	18. 4.48
8504	Geoffrey Allan Cook	Oerlinghausen	24. 8.47
8515	Hugh Michael Ashton	R.M.A.S. F.C.	16. 6.48
8519	John Wilson Allen	Midland G.C.	24. 6.48
8520	Albert Edward Parker	Air H.Q. B.A.F.O.	13. 6.48
8527	William John Bryant	Cambridge G.C.	22. 1.48
8528	George Eustace Pinkerton	London G.C.	28. 5.48
8539	Stepen William Botterill	10 G.S.	2. 5.48
8542	Ian Gordon Hannah	10 G.S.	25. 4.48

LETTERS TO THE EDITOR.

DEAR SIR,

News of the use of standing wave lift by the members of the Scottish Gliding Union is good news. I have been wondering when they were going to contact it, as there is quite a lot of this sort of thing in Scotland.

Many times my job as pilot of a stink-waggon aerodyne has brought me into standing wave lift in Scotland, particularly in North-Westerly winds of 30 m.p.h. or over. I have never found it when the 2,000 feet wind has been less than 30 m.p.h. These conditions in fact became somewhat of a nuisance to me when testing Sunderlands and Hellcats and Corsairs in the West of Scotland as I sometimes had great difficulty in finding a stretch of unaffected air long enough to do a straight and level performance test.

In most cases which I have had the opportunity of investigating I have been able to see the inversion at five or six thousand feet by means of the smoothed-off nature of the top of the stratocumulus clouds, and lift in the region of cloud tops on the forward edge of the waves has varied from 100 to 1,000 or more feet per minute, a fair average being 300 ft./min. (5 ft./second), but 500-600 ft./min. not being at all uncommon. All these rates of lift were measured with the aeroplane flying at the airspeed for level flight at the existing power conditions, so the measured lift would be 2-3 feet per second less for a glider.

I remember a cloud I found near Perth many years ago when I was endeavouring to master the art of slow-rolling a Tiger Moth. I wasn't any good at it, and used to lose some 400 to 500 feet per roll, until I started doing it along the leading edge of the cloud, when I found I could do twelve rolls in succession and still be at the same height as when I started, about 5,000 ft. But when I flew to the back side of the cloud I was unable to maintain height even at full-throttle climbing power and flying solo, and in addition the air was extremely rough.

A couple of years ago I found standing lift all the way from the Isle of Man to Liverpool Bay, and was able to save my firm a few gallons of petrol by using it,

but I don't think they appreciated what I had done for them—there are very few people in commercial aviation who consider they can learn anything to their advantage from gliding (yes, one a minute, so they say !).

As there is so much more of this standing wave stuff about in the northern and western parts of our beautiful country, how about holding the National Competitions in Scotland some time, and lets see what our more experienced folks can achieve.

Yours faithfully,

J. C. NEILAN.

DEAR MR. EDITOR.

Your last letter of April 2nd was very interesting for me.

The idea of flying new distance records along high mountain chains is very old. The first talk about that matter I heard in 1921, when a German enthusiast—Dr. Wenk—said he knew a terrain in India where one could fly for 1,000 kilometres in a safe, lasting up-current from Bombay to Kalikut and return, most of the year. I remembered that in 1932, when I first thought of designing freight sailplanes (Lastensegler). My idea was to build a glider bus for 10 persons with a 100-120 h.p. auxiliary engine for take-off and emergency. And we often thought and talked together of flying down the Rocky Mountains in U.S.A. and Canada and the Andes in South America.

That Robert Kronfeld, aged more than 40 years, intended to do it, showed his high, lasting sportsman's spirit.

I am completely convinced, that one day a young daring pilot will fly even 1,000 miles and more in a flight of 2 or 3 days, after a thorough preparation.

If well done, he must know some safe places on his way, where he can stay the night on a ridge with a safe emergency landing ground, well illuminated with some lamps or autocar lights. With daylight and thermal help he continues next morning, but, if moonshine and strong slopewind, he can go on even during night. I described such a flight 12 years ago in a book for boys: "Hanns wird Flieger."

WOLF HIRTH.

No.	*Name*	*A.T.C. School or Gliding Club*	*Date taken*
8544	James McCrindle McCreath	10 G.S.	14.12.47
8545	John Robert Howe	London G.C.	28. 5.48
8546	Arthur Lionel Crocker	Gutersloh G.C.	4. 5.48
8555	Kenneth Collins	Wahn G.C.	10. 4.48
8556	Ralph Bernard Stanley	R.A. Aero Club	18. 4.48
8557	Kenneth William Knight	Hamburg District G.C.	7. 7.48
8559	Keith Stanlawse O'Brien	166 G.S.	9. 5.48
8561	Peter Silk	Air H.Q. B.A.F.O.	26. 3.48
8564	John Edward Hallock	Bristol G.C.	9. 7.48
8569	Eric Nigel Atkey	Bristol G.C.	19. 6.48
8574	John Alexander Home	Lubeck G.C.	22. 4.48
8577	Edith Jill Donisthorpe	Southdown G.C.	22. 5.48
8579	Frederick Arthur Fitton	4th Armoured Brigade G.S.	3. 3.48
8580	Cyril Eugene Northway	Bristol G.C.	3. 7.48
8581	John Kenneth Benney	R.M.A.S. F.C.	23. 6.43
8582	George Barter Pope	107 G.S.	20. 6.48
8587	Wilfred Samuel Christopher Smith	Bristol G.C.	11. 7.48
8592	William Daniel Harris	Oerlinghausen G.C.	5. 5.48
8593	Raymond Young	Bristol G.C.	8. 7.48
8595	Ian Hardie	R.E. Flying Club	3. 7.48
8598	Reginald Herbert Smith	Bristol G.C.	8. 7.48
8599	Thomas Rankin	London G.C.	8. 7.48
8600	Derek Walker Usher	Air H.Q. B.A.F.O.	13. 7.48
8603	John William Hitchcock	College of Aeronautics G.C.	25. 5.48
	"C" CERTIFICATES		
2183	Herbert John Adams	Midland G.C.	11. 7.48
3210	Edward Charles Wyatt	125 G.S.	27. 6.48
3314	David Roy Hooper	92 G.S.	13. 7.48
3509	Kenneth Ernest Richardson	Air H.Q. B.A.F.O.	12. 4.48
4251	John Cameron Allan	89 G.S.	17. 7.48
5618	Alastair Barrie Stevens	Oerlinghausen G.C.	11. 7.48
6518	Stanley Roy Lane	Ditto	3. 6.48
6881	John Hellward Dyas	Air H.Q. B.A.F.O.	9. 5.48
6946	John Moore	London G.C.	12. 7.48
6947	George Arthur Henwood	Midland G.C.	13. 7.48
6966	David Scott Cowan	London G.C.	26. 6.48
7170	Robert Syme Denholme Armour	R.N. G.U.	28. 5.48
7182	James Paton	Oerlinghausen G.C.	14. 7.48
7313	Herbert Derrick Roebens	College of Aeronautics G.C.	27. 6.48
7362	Derek Victor Allen	125 G.S.	27. 6.48
7392	Philip Trevor Vaughan	Oerlinghausen G.C.	11. 6.48
7469	John Alfred Theodore Jones	Uetersen District G.C.	15. 5.48
7505	Denis Vincent Cashman	Ditto	8. 5.48
7703	Wladyslaw Rozycki	Scottish G.U.	27. 6.48
7832	Lionel Chatham Pitt	Bristol G.C.	21. 3.48
7941	Peter Alan Thornton	London G.C.	16. 6.48
7965	Frederick William Halliday	104 G.S.	20. 6.48
7971	John Christopher James	London G.C.	30. 5.48
8000	Gordon Whittaker Stevenson	Derby and Lancs. G.C.	26. 6.48
8013	Peter Alan Lindsell	Oerlinghausen G.C.	2. 6.48
8049	William Arthur Wilson	Air H.Q. B.A.F.O.	3. 7.48
8071	Ralph Spenser Hooper	College of Aeronautics G.C.	16. 6.48
8074	Edward Alfred Hack	Surrey G.C.	26. 6.48
8191	Charles Anthony Partington	Southdown G.C.	18. 7.48
8228	Neville Henry Wood	London G.C.	26. 6.48
8303	John Walter George Wellham	R.N. G.U.	5. 7.48
8305	Derek Hughes	London G.C.	5. 6.48
8381	Charles Edward Casbolt	Empire Flying School	30. 5.48
8386	Eric Wilmot Tremlett	123 G.S.	24. 5.48
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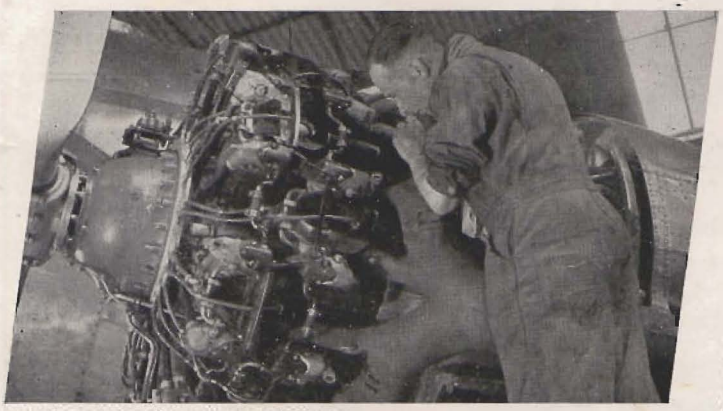
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