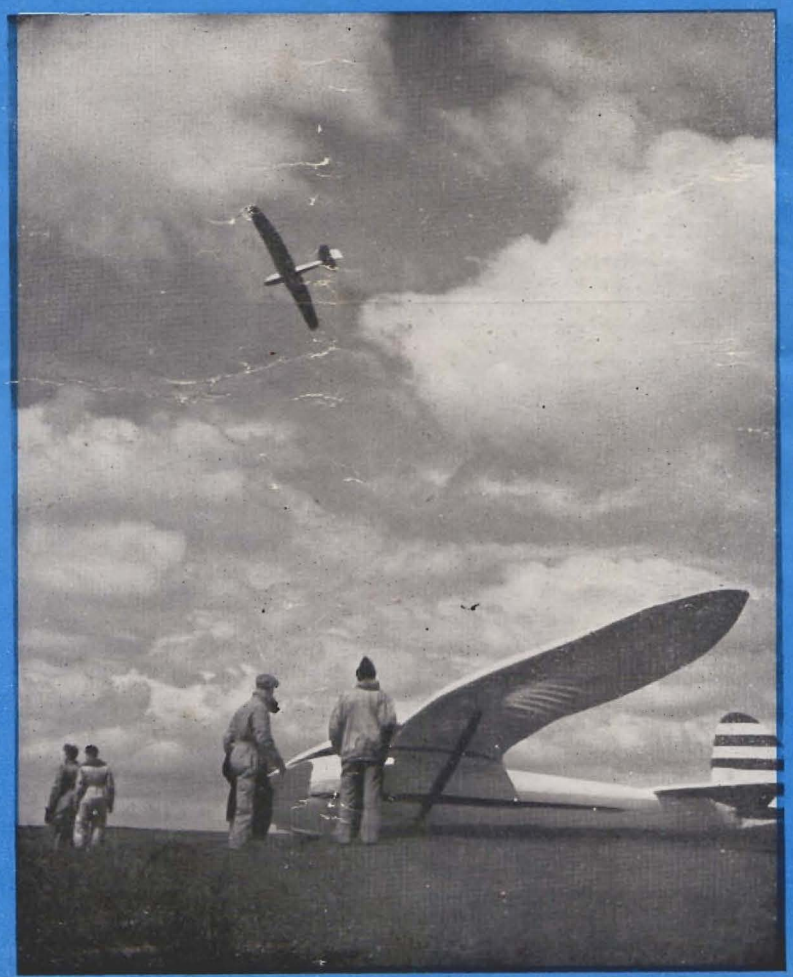
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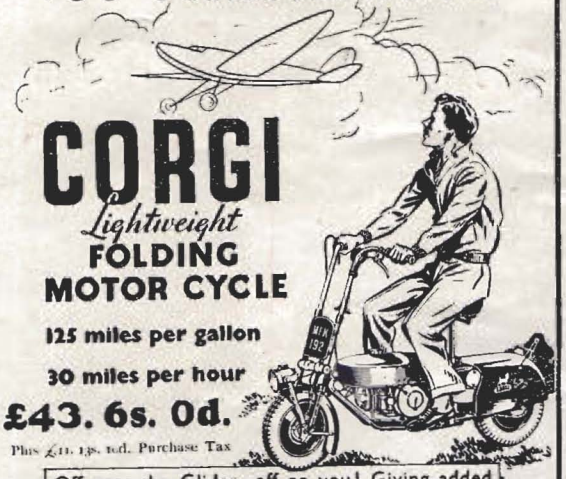
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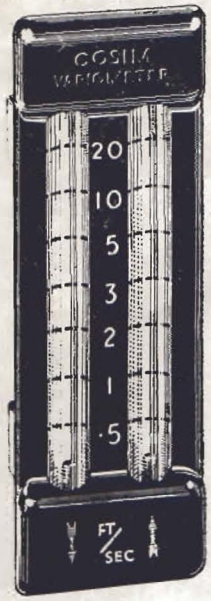
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THE FIRST JOURNAL DEVOTED TO SOARING AND GLIDING

JULY 1949 ★ Vol XVII No 7

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COVER PHOTO:

Derby & Lancs Gliding Club from Times Film Production Film Co. "Wings for Pauline" Distributed Associated British Pathé

EDITORIAL

WE were considerably pleased recently to receive from the Royal New Zealand Air Force a request signalled from New Zealand, for amplification of our statement in the February issue about the fact that the Ministry of Civil Aviation in Great Britain had agreed to forego the proposed Glider Pilots License, to some relaxation of Cs of A, whilst retaining the requirement that Sailplanes should be registered and marked.

Since Arthur Hardinge's tour in New Zealand in his home-built Chilton Olympia, for which *Sailplane* sent the plans almost five years ago, enthusiasm for Gliding in New Zealand has reached a higher peak than ever before, and it appears that officialdom in New Zealand has realised that if Britain can remove restrictions which are obviously strangling our Movement, they too can safely do so.

If this tendency goes as far as is wished in Great Britain, as will be seen later in these pages, our hope that England having saved herself by her own exertions might save the rest of the world by her example might again be realised, is nearer fruition than we had hoped at least quite so soon.

World economic conditions make it appear most unlikely that Government help will be given to any Gliding Club as such in the Empire (no apologies !) so that if Gliding is to continue or to flourish, the least the various air controlling agencies throughout the world can do is not to hinder it. We therefore suggest to our friends in the Empire that they should continue to fight for their freedom, for free entry of British Sailplanes into their countries and for the least possible interference.

In the correspondence which we publish in this issue it will be seen the Yorkshire Gliding Club has taken a hand in the negotiations with the M.C.A. to reduce the requirements for Cs. of A. as well as for Registration of Gliders. We understand that the B.G.A. pursued a parallel course. We have heard that the Yorkshire Club had asked the B.G.A. to take this step, which no doubt they had decided upon independently.

However, whoever succeeded in moving the mind of the M.C.A., we are glad to be able to announce that, although it has yet to be confirmed, the proposals regarding Cs. of A. have been dropped, along with those requiring the Registration of Gliders.

As is well known, we have many bones to pick with the B.G.A. and they with us, but we should be less than generous were we not to express our satisfaction that they have played so large a part in obtaining the removal of these noxious proposals.

This news is important news for the whole Gliding world, Canada, Australia, New Zealand, S. Africa, Argentine, Brazil and U.S.A. If the British Government will trust its Gliding fraternity to run their own affairs, and that is what it amounts to, surely these other countries can be granted their freedom again too. The arguments are to be found in pages 146 onwards.

Since our last issue we have had correspondence which has asked us to indicate clearly what is behind the unrest in the British Gliding Movement, and why the B.G.A. does not receive the unqualified support of all the Gliding Clubs in the country.

The laws being what they are we regret that we must decline the invitation, but we can indicate that a good deal of the objections are to personalities, with which we agree, and to certain events which might have been better handled. Those concerned know what these are, and we must state that in our view the Yorkshire Gliding Club's case was not without foundation.

We regret returning to flog a dead horse again, but we received, rather late, another letter from the Secretary of the B.G.A. in which he asks us to correct the statement we made that Mr. Wills was Chairman of the Annual General Meeting of the B.G.A. when by a majority of five votes to two out of twenty-seven Associate Members the Subscription of Associate Members was raised to 10 guineas. We have not space to publish the letter in full but we are glad to state that Mr. Wills was not in charge of the Meeting when this Resolution was passed, nor, apparently, was he Chairman.

We have also received a letter from Mr. Charles Wingfield in which he states that he is bored at seeing his name in borrowed copies of *Sailplane* so often. So are we. We hope it will not occur again, but if he will persist in doing outstanding things—the latest being an 11,600 feet climb from a winch launch—he has only himself to blame. Knowing him, we know that if he gave up Gliding and took to breeding rabbits he would still be unable to avoid doing it so well that he would be bound to get into the news.

The Royal Aero Club has given £50 towards prizes for the National Soaring Contests to be held at Camphill, Derbyshire, next month. By the way, if you are a competitor, is your Competitor's License in order ? If not, apply to the B.G.A. at once.

THE YORKSHIRE CLUB, THE B.G.A., AND THE MINISTER OF CIVIL AVIATION

THE RT. HON. LORD PAKENHAM,
Minister of Civil Aviation.

Dear Lord Pakenham,

Following a discussion at a General Meeting of this Club of the requirements of the Air Navigation Order 1949, we write to ask for your urgent intervention to prevent serious harm to the sport of Gliding in this country.

While we are glad to see that the proposal to require Ministry licensing of glider pilots has been dropped, we are very seriously concerned about the new regulations respecting (a) Registration of Gliders, and (b) the new Certificate of Airworthiness procedure. On these matters we submit to you the following considerations :

Registration. There might conceivably be some good reason for requiring Gliders flying " cross country " to display identification numbers, but the average Club Glider remains in the vicinity of its flying ground—and indeed, in the case of many training aircraft, does not even fly higher than the point of release. We submit that it is not reasonable to require honorary officials of Clubs to undertake the work, and the Clubs to bear the expense, of registering and marking in the approved way, those Gliders that are used for this kind of local flying. Moreover, the most common types used by the Clubs for training and practice soaring are purposely built with standardised parts so that wings etc. are quickly interchangeable in case of minor damage. The maintenance of registration markings on the wings and fuselage can obviously not be reconciled with this practice of interchangeability which is necessary and traditional in the Clubs.

Certificates of Airworthiness. The new regulations make it compulsory for all gliders to have a current Ministry Certificate of Airworthiness which would only be issued through the Air Registration Board. This Club has been flying since 1930 on C. of A. renewals issued by the Club, supported by inspections, much more frequent than once a year, carried out by experienced members who not only are familiar with the practice of Glider design, construction and repair, but also with the week-to-week flying history of each aircraft, which as will be obvious is at least equally important. Many Clubs are fortunate in having the services of such experts, and indeed the Club Gliding movement could not have been built up without them ; it certainly could not have started under the A.R.B. procedure now laid down. These Club C. of A. renewals are, and have always been acceptable to the underwriters who insure the aircraft, and our members who, after all, fly in them are no less critical.

To impose A.R.B. inspection procedure on a Club in such circumstances is, we submit, quite unjustifiable. For no compensating advantage, the additional cost in respect of the six aircraft operated by this Club is estimated at a minimum of £200 a year, and our manufacturers advise that this figure may well be considerably exceeded. It is well known that the trouble is that the official Inspectors, not having the requisite detailed knowledge of the Aircraft's history, frequently require it to be removed from the flying site to a place where they can do the necessary cutting about to enable them to have a thorough look around and inside. Such organisations do not work for nothing, and indeed if nothing else has to be done to make the aircraft safe, the damage done by the inspectors has to be repaired and paid for. It is only fair to add that this sort of expensive procedure would seem to be inseparable from any system requiring inspection by people unfamiliar with the week-to-week history of the aircraft concerned, but as already pointed out, a practical alternative has been in operation in many Gliding Clubs for a number of years. We ask you to believe that the additional expense involved in the new regulations is insupportable, and that even if the whole cost were to be met out of a subsidy, the additional work involved would be quite unjustified. Club Gliding has been a well-conducted sport for twenty years in this country ; the experience and equipment built up by the Clubs were, as you know, of great value at one stage of the war, and we think it fair to claim that so long as we continue to keep our house in order, we should be allowed to continue to pursue our sport in all our former freedom. We are very grateful for the interest which we know you to have shown in the problems of Gliding Clubs, and we now ask that urgent amending legislation be effected to exempt if possible all sporting Gliders, but in any case those flying not more than five miles from a recognised Gliding ground, from the provisions of the new Order concerning Registration and C. of A. procedure.

Yours very truly,
(for the YORKSHIRE GLIDING CLUB),
LAURIE A. ALDERSON,
Hon. Secretary.

From the Minister of Civil Aviation, Lord Pakenham, 17th May, 1949.

Dear Mr. Alderson,

Thank you for your letter of the 6th April about the new regulations concerning the registration of gliders and the new Certificate of Airworthiness procedure.

The relevant regulations in the Air Navigation Order 1949, were discussed very fully with representatives of the British Gliding Association and the Royal Aero Club before being finalised. Recommendations made on behalf of gliding interests were carefully examined, and substantial modifications were agreed. The British Gliding Association ultimately recorded its view that the revised proposals were satisfactory and it had no criticisms to make.

Several points of detail relating to the application of the regulations are now being considered as the

result of suggestions recently made by the British Gliding Association. One of these deals particularly with the difficulty to which you refer of exhibiting registration marks in the regulatory manner on certain types of training gliders. The suggestions made does not involve exemption from registration, but that training gliders should be permitted to fly within three miles of a certified point without bearing any registration markings other than the the fireproof metal plate affixed to the fuselage. I hope that it will soon be possible to announce a decision on this point. In the meantime, your members can be advised to adopt the most economical method of marking.

As you will know, the Air Navigation (Consolidation) order, 1923, defined aircraft as including gliders so that the provisions of that Order which require an aircraft to be in possession, inter alia, of a Certificate of Airworthiness extended to gliders. Legally, therefore, since the date of that order, gliders should not have been flown without a Certificate of Airworthiness. For administrative reasons the regulations have not, in fact been enforced in relation to gliders, but it has long been the intention to bring them within the scope of the normal code applicable to all aircraft though action to this end has been allowed to await the issue of the new Air Navigation Order. The gliding interests with whom negotiations were conducted, accepted this arrangement as satisfactory.

Other amendments made as a result of the negotiations to which I refer, included the following :

(a) As an alternative to the certification of repairs, overhauls and modifications by a licensed engineer, certification may be undertaken by an organisation or person approved for the purpose by the Air Registration Board. (This means that in practice, some competent individual or individuals in each Club will be responsible to the A.R.B. for certifying work of this kind) and,

(b) Gliders not being flown for hire or reward are exempt from the necessity of being maintained in accordance with approved maintenance schedules and being certified periodically as safe for flight.

Although, therefore, the requirements for a Certificate of Airworthiness renewable annually has been maintained, a good deal has been done to ease the burden on gliders.

Yours sincerely,
(signed) PAKENHAM.

THE RT. HON. LORD PAKENHAM,
Minister of Civil Aviation,
London.

Dear Lord Pakenham,

Thank you for your letter of the 17th May on the subject of the requirements of the new Air Navigation Order as respecting Gliders. This has been considered by my Committee, and while it is appreciated that you are trying to be as helpful as possible within the framework of the existing regulations, we are bound to submit that the main difficulties facing the Clubs do not seem to be any nearer solution.

As regards Registration, we feel in view of your explanation we must await the outcome of the present deliberations which you describe. We do, however, submit that as regards Gliders used for training purposes and/or flown not more than three or five miles from a recognised gliding site, these should not have to be registered at all. It is surely obvious that it would be a waste of money and effort to insist on registration of such aircraft when components have to be so readily interchangeable, and the very odd idea of requiring a fireproof plate bearing a registration number might well be dispensed with owing to the remarkably good record of motorless aircraft as regards the incidence of fire in the air.

On the question of Certificates of Airworthiness, we submit that as the requirements of the Air Navigation (Consolidation) Order 1923 had not until 1st April last been made effective by Administrative action, things may very well be left as they were before. We would again stress that the annual inspection of approved types of Gliders by A.R.B. is bound to be a very expensive business without any compensating gain in airworthiness assurance. The really vital factor in maintaining airworthiness of Gliders is in regular flying inspections by competent people who know the history of the aircraft. If, therefore, the Certificate of Airworthiness procedure could be handed over to the Clubs in the same way as the Repair and Inspection procedure which you describe, this would meet the case and place the responsibility where it can best be carried. In asking you to look at this matter again we cannot too strongly emphasize that in the case of our own Club the expense of the procedure now laid down would be insupportable, and there could be no question of gliding in Yorkshire continuing on its former Club basis as distinct from mere syndicate operation if we were to attempt to comply with these terms. You may be aware that gliding in some parts of the Country is already unavoidably costing more than aeroplane flying.

As regards your comment about the British Gliding Association regarding the proposals as satisfactory, you are probably aware that the B.G.A. has no authority to speak for all the gliding interests in the country, but we have ascertained from the Secretary of the B.G.A. that the agreement in principle was confined to those specific parts of the Air Navigation Order which were under discussion at a certain Meeting with your Ministry, and in particular to your helpful intervention in stopping the proposal to require gliding pilots to be licensed.

LAURIE A. ALDERSON.

From Mr. R. H. Turton, M.P., to the Hon. Sec., Yorkshire Gliding Club, dated 20th May, 1949.

Dear Mr. Alderson,

I now enclose the *Hansard* extract of my question on the Air Navigation Regulations insofar as they affect the gliding movement. You will understand my surprise when I heard from Mr. Lindgren that the Gliding Clubs had no criticism to make of the Air Navigation Regulations.

I am also surprised that the Parliamentary Secretary seems to have no knowledge of the letter

that was addressed to his Minister by the Yorkshire Gliding Club, and it would help me if you would let me know when this letter was sent to the Minister (your copy was not dated) and what, if any, reply has been received to that letter from the ministry. I expressed my dissatisfaction with the Minister's reply and indeed his general attitude, and I will try to raise the matter on the adjournment at an early date, so a full reply to this letter I am now writing to you would be very helpful.

Yours sincerely,
(Signed) R. H. TURTON

R. H. TURTON, ESQ., M.P.,
House of Commons,
London, S.W.1.

Dear Mr. Turton,

Thank you very much for your letter of the 30th May and enclosed extract from *Hansard*. All of us at the Yorkshire Gliding Club are extremely grateful for the help you are giving in this matter, which is really a very serious one for the future of gliding as a sport.

The letter which went to the Minister was dated 6th April, and was acknowledged by the Minister's Private Secretary on 9th April. Lord Pakenham's reply has now been received and a copy is attached; you will see this is dated 17th May. I have written off in reply as instructed by my Committee and I also enclose a copy for your information.

The Minister's answer holds out some hope of assistance in minor matters but leaves the major problem untouched, and does not deal at all with our basic claim that having kept our house in order for so long our freedom should be left unimpaired.

As regards your brisk exchange in the House, the letter which Mr. Lindgren quoted from the B.G.A. was undoubtedly misused, because I have ascertained from the Secretary of the B.G.A. that the letter in question did not apply to the regulations as a whole and that the B.G.A have in consequence of the use made of this letter in answer to your question, written a letter of protest to the Parliamentary Secretary. There is of course the further point that it is quite incorrect to say that something is satisfactory to the Gliding Clubs when in fact it is only the B.G.A. which has given its approval, because the B.G.A. well knows that it does not represent the whole of the Clubs in this country, and on this particular matter we are quite confident that the majority of Clubs support our point of view.

We shall be glad of any further help you can give and will keep you informed of the progress of the correspondence with the Minister. One or more members of our Committee will gladly be at your disposal to call on you should you require a discussion before raising this matter again.

L.A.A.

KOMA
A NEW HUNGARIAN TWO-SEATER TRAINING GLIDER

THE "Koma" is a product of the Hungarian aircraft factory maintained by the National Corporation for Sports Equipment in the nice little town of Esztergom on the Danube, about 50 miles upstream from Budapest.

Most Hungarian gliders have been designed by an efficient little team working here under the direction of Mr. Ernest Rubik, who acts as chief designer for the Corporation. Formerly the aircraft works have been known abroad as Aero-Ever, but were nationalised early in 1949.

It is the scope of a later article to survey all Hungarian glider types, but the names of a few should be mentioned. These are the primary glider "Vocsok" (unpronounceable for an Englishman), the training glider "Pilis," the high-performance sailplane "Kevély" and the two-seater "Cimbora." All these constitute major stations of a certain development line, namely the strut-braced semi-cantilever high-wing aircraft. The latest types coming out of the Esztergom works differ from these. First to name is the "Futár" (Courier) high-performance sailplane, designed for distance flights, the "Móka" aerobatic sailplane and the two new trainers, the two-seater "Móka" and the single-seater "Lepke."

Thus the "Koma" marks the beginning of an entirely new conception of glider aircraft, designed with the primary aims of easy producibility, easy maintenance and easy transportability. The outcome of this is an "easy" plane, an aircraft with relatively low structural weight. The "Koma" weighs only about 350 lb. empty.

Characteristic for the new aircraft is its fuselage which is rather only a streamlined fairing for the pilot's cabin. The two pilots are seated side by side in a completely enclosed cabin. This solution has proved to be of exceptional value in sailplane instruction, much better than the tandem-seating arrangement. The tail surfaces are carried only by a boom.

On the prototype aircraft—to keep prototype construction costs as low as possible—this has been built as a wooden caisson. But aircraft of the series production are to have a tail-boom of light metal construction, consisting of a dural tube. Because of the higher deformational deflections of the tailboom as built from wood, it had to be wire-braced to the wing. On the series aircraft, however, this bracing will be eliminated, thus improving the rather favourable aerodynamic characteristics of the aircraft.

For ground transport the "Koma" is as collapsible as a dinghy. After removing the main bolts from the wing-fuselage-joint, this joint becomes a turning axis, around which the main wing can be folded back aside the fuselage. Similarly, the tailplane can also be folded upwards, beside of the vertical fin. The whole aircraft may now be lifted by its tail and rolled on its single wheel like an ordinary cart. It may be handled by one man alone. The assembling operations are also very simple, because of this double joints

The "Koma" is a mid-wing aircraft, with cantilever wooden wing. The wing has a dive brake and series production aircraft of the type will also have landing flaps. For reducing production costs, the wing has a rectangular shape.

A few technical details may be of interest :

Dimensions : span 46 ft. (14.0 metres), length 22.5 ft. (6.75 metres), height 4.5 ft. (1.35 metres), wing area is 195 sq. ft. (18.00 sq. metres).

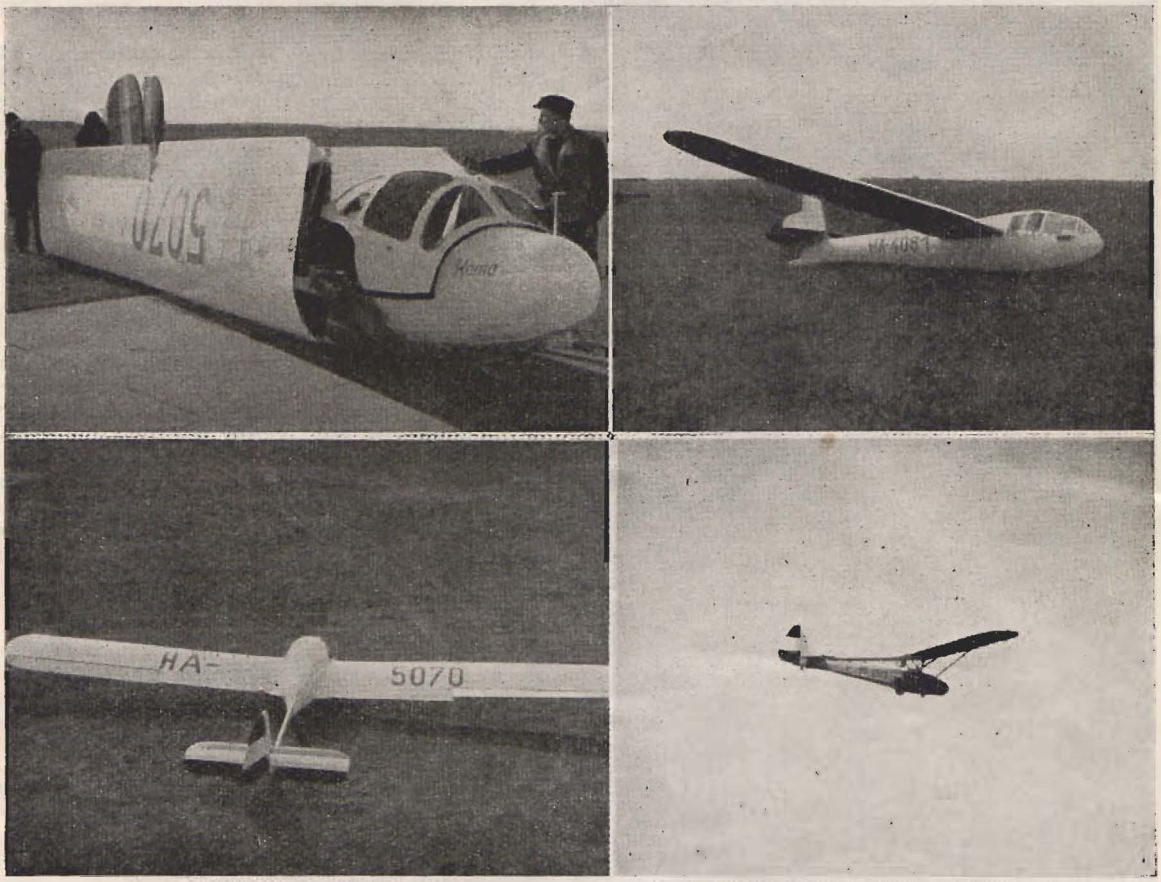
Weights : empty weight 355 lb., useful load 1,355 lb., all-up weight 710 lb., wing loading 3.64 lb./sq. ft.

Flight performances have been determined not only by the experimental flights in the works, but also during an instructor's course of the Hungarian Central Aviation Club, during which the aircraft has been flown by quite a number of experienced pilots. The best gliding angle of the aircraft is 1 : 20, at a flying speed of 47 m.p.h. The best sinking speed is about 2.85 ft./sec. at a flying speed of 38 m.p.h. Landing speed of the aircraft is only about 33 m.p.h.

It may be a proof of the high quality of the aircraft, which has been designed as a primary trainer for two-seater-instruction, that during the said course, distance flights slightly above 30 miles were achieved with it.

Together with the brand-new "Lepke," which, it is hoped, may be described in a later issue of this paper, the "Koma" may point a new way for technical solutions concerning the glider trainer.

ERNEST NAGY.



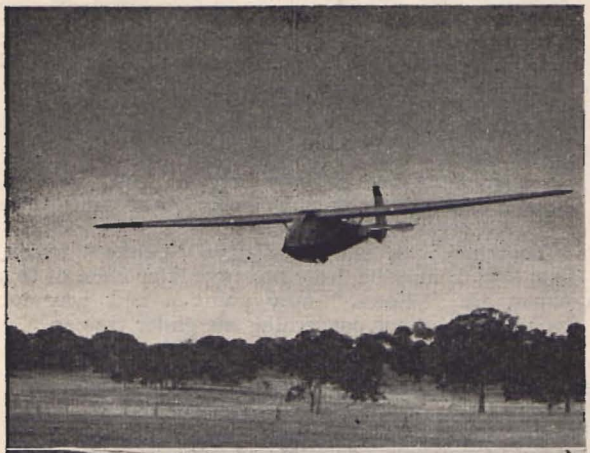
1. *"KOMA" with folded wings.*
2. *"FUTOR" high performance Sailplane.*
3. *"KOMA" two seater trainer.*
4. *"CIMBORA" two seater trainer.*

(1 *and* 3 *photos Kozak Lajos*) (2 *and* 4 *photos Nagy*)

CANBERRA SOARING CLUB

THE past year has not been inactive, though too much of the work has been on the ground.

The 1948 season closed with a visit from the Sydney Soaring Club, by which we benefitted by much good advice and the loan of a compass and a genuine Cobb-Slater, to replace our home-made edition ; before leaving that for ever, let us pause in reverent silence at the memory of that first instrument, for whose red and green balls suitably coloured tooth-brush handles were sacrificed, and







1. *"Currawong" showing the old fuselage (photo by Kimber).*

2. *Roy Raymond bends the perspex.*

3. *Gurth Kimber (Secretary to H.M. High Commissioner in Canberra) splices a cable break. (Australian Official Photos).*

whose tank was a 4-gallon oil-drum. A winter of the deepest discontent was passed in overhauling the glider and building a trailer, no mean task for a club whose maximum membership never exceeded five, and sometimes dropped to two. The first week-end in September found us finished and proceeding to the field in a state of unrepressed excitement. With our auto-tow, we got a couple of flights of which the longer was 15 minutes.

The usual strong Spring winds made flying difficult (we have no slope, and all soaring is on thermals only) though on one occasion R. Raymond, with a N.W.-ly wind of 20-25 m.p.h. got sudden quick lift about a mile in the lee of the nearest hill, reaching 2,200 ft. On two other occasions in the past two years we have had similar quick climbs with strong N.W.-ly winds, suggesting that some kind of a wave is created, though there is no lenticular cloud. It would be interesting to receive comments from readers who have similar experiences. Various other flights kept up our enthusiasm, including a climb by G. Kimber on the edge of a thunder-storm—the accent is on " edge," as we have no parachute.

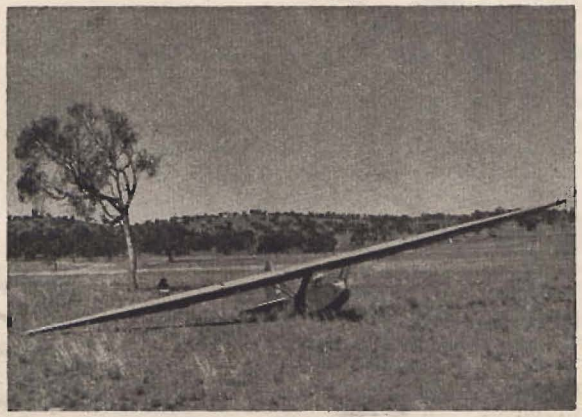
On the next day, 21st November, with light WNW wind and moderate cu., following the previous day's thunderstorm, there was plenty of evidence of lift in the first flights. At 15.10 G. Kimber was launched to 1,300 feet, and, after losing 200 feet, picked up moderate lift, which, after an agonising pause at 3,000 feet, suddenly increased to 7 f.p.s., and carried him to 4,600 feet. By this time he had drifted a couple of miles downwind. The trouble about gliding in Canberra is that, whilst it is difficult enough to get up, it is only slightly less difficult to land again in safety. Below lay some ten miles of rough and timbered country formed by one of the outliers of the Great Dividing Range, which is a sufficiently serious obstacle for a gliding angle of 1 in 12. In the valley beyond, Bungendore beckoned like the Celestial City. Half way across the rough country, however, he noticed a house with a field that had been ploughed and must therefore be free of stumps. With this funk hole in mind, he set off and cleared the last hill (a specimen covered with peculiarly spiky dead trees) with 500 feet to spare. Some 500 feet picked up here carried him to Bungendore, where he was surveying some nice-looking fields (ominiously near the cemetery) when fresh lift, quickly increasing to 8½ f.p.s., carried him to 5,000 feet. To avoid the mountains, dense timber, and gorges to the east, course was changed to the north, and followed the main road and railway line, bordered as they were by occasional houses and cleared fields. Height was maintained with little difficulty, and then further lift carried him to cloud-base at 7,600 feet (9,500 a.s.l.). He held this height for some ten minutes, but the clouds were beginning to dissipate with the approach of evening, and he had run off the map (just bad staff work !). Somewhere in the mysterious and deepening blue to the north lay Goulburn, and the railway must run through it. So he crabbed along the railway, gradually losing height and finding very little further lift. Choosing a clump of buildings of sufficient consequence to be fairly certain to provide a telephone, he landed at about 15.30, some 9 miles from Goulburn,

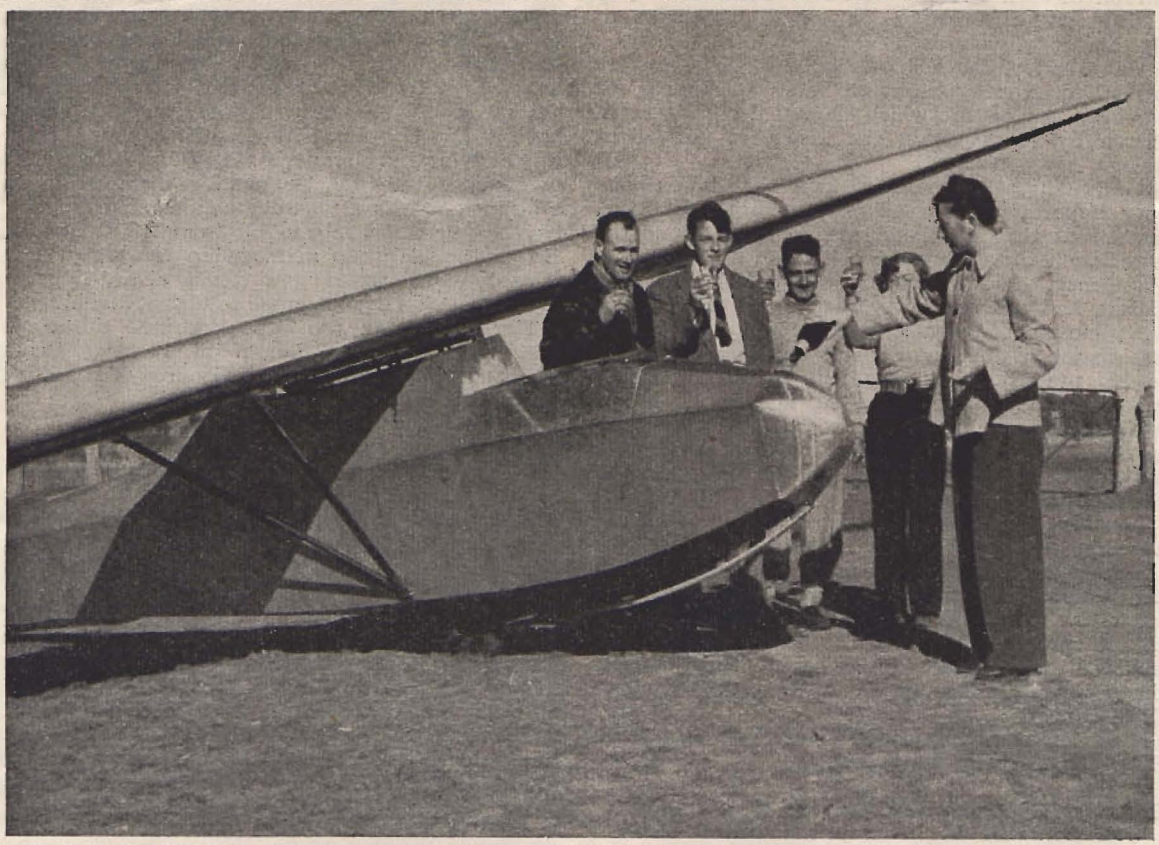
with a total flight of 39 miles in 2 hours 21 minutes. As a sealed barograph was carried, he can claim two legs of the Silver "C"; 5 hours without slope soaring is going to be more difficult. Good anticipation by the retrievers brought the trailer up within an hour of the telephone call.

On January 16 Arthur Powell celebrated his return from a year's sojourn in the gliderless wilderness. The wind was WNW, 15 m.p.h., after a thunderstorm on the previous day, and once again there was plenty of evidence of thermals. In his first flight at 11.00, he was launched to 1,800 and quickly climbed to 2,400 feet, but had to return. When his turn came round again at 12.30, he found immediate lift and climbed in 8 minutes to 4,800 feet. There was the usual worrying moment in which to decide whether to cross the range, but with the strong wind he easily fetched Bungendore, where he again found lift, and climbed quickly to cloud-base at 5,000 feet. With this strong wind there was no question of sliding across in the clear

(*Continued on page* 157)







1. *L. R. A. Powell, R. Raymond, G. Kimber, R. Southwell, Marshall Peters (aspirant) standing.* (OFFICIAL PHOTO)
2. *"Currawong" with new fuselage hood unfinished.* 3. *Christening the new fuselage (Kimber).*

ULTRA LIGHT AIRCRAFT ASSOCIATION

THE THIRD ANNUAL GENERAL MEETING

THE third Annual General Meeting of the Association was held at the Royal Aero Club Aviation Centre, Londonderry House, Park Lane, London, on the 7th May. There were some thirty eight members present including representatives of affiliated Groups.

The Chairman of the Executive Committee, Mr. R. W. Clegg, in his opening remarks gave a brief outline of some of the year's highlights and stated that he did not propose to enter into details of the year's work as all points of importance were adequately dealt with by the various members of the Executive Committee in their reports which followed.

He took the opportunity, however, of thanking Miss Jill Donisthorpe for her very fine gesture in offering to make funds available in the form of a Trust, to help Groups by means of small interest free loans. The Committee of the Association had explored the position very thoroughly and had taken advice upon the matter. They had, however, been forced to the conclusion that the administration of such a Trust would be both technically difficult and the expense out of all proportion to the amount involved.

On behalf of the whole Association, he therefore wished to express thanks to Miss Donisthorpe for her very fine gesture which showed her great faith, shared by so many, in the future of ultra light flying.

Continuing, the Chairman said that he had one very important and pleasant disclosure to make, which was that Mr. Peter Masefield had done the Association the very great honour of accepting the Presidency. Mr. Masefield, the Chairman continued, had proved a very real friend to the ultra light movement ever since the inception of the Association in 1946, and it was thanks very largely to his practical assistance and interest that the Association had progressed so favourably in its relationships and negotiations with official organisations. The Chairman, therefore had very great pleasure in calling upon Mr. Masefield to take the Presidential Chair.

Mr. Masefield then took his place and was given a warm ovation from all members present. In thanking the Chairman and members for the honour thrust upon him, although he was sure there were others far more worthy, Mr. Masefield said that he did not propose to give a Presidential address and would therefore reserve his comments until later in the meeting after hearing the reports of the Executive Committee.

The Chairman then called upon the Acting Hon. Secretary to make his report.

Report by the Acting Hon. Sec., Mr. M. O. Imray

This past year has, from an administration point of view, been a difficult one. The inability of Mr. Clegg to continue in office as Hon. Secretary of the Association—an office which all will agree he discharged with great devotion and efficiency, caused considerable difficulty and I agreed to become Acting Hon. Secretary until such time as a new Hon. Secretary could be found.

Hon. Secretaryships being what they are, it has not so far been possible to find a successor for Mr. Clegg to date.

I have, however, had the able assistance of Mr. Swift who has acted as Assistant Hon. Secretary and has dealt with much routine work including the handling of membership enquiries. During the last two months it has been possible to form a secretariat consisting of Mr. Swift, Mr. Macdonald and myself—assisted on various occasions by other willing helpers. This secretariat is now getting down to the task of running the routine work of the Association in an efficient manner. Thanks to the generosity of the Royal Aero Club the Association has the use of an office at Londonderry House for two evenings a week at a nominal rent.

It has been a difficult year, too, from the point of view of getting our members into the air. The reports of the sub-committee chairman will disclose some of the difficulties under which your committee has laboured, and I do not propose to discuss them now. In view of the fact that private flying in general is still in such a parlous condition and we have had such a very little to offer our members by way of flying and aircraft, it can I think be considered satisfactory that the Association membership has continued to grow. Individual Membership, it is true has increased only to 196 from 182 at this time last year, but group membership has grown satisfactorily—there being now eleven affiliated groups giving the Association a grand total of 655 members.

The Association has been honoured during the past year by Lord Balfour of Inchrye, George Bulman, Sir Alan Cobham, Sir Geoffrey de Havilland, Major Halford and Mr. Fred Miles, all of whom have consented to become vice-presidents of our Association.

It is a matter of regret that they are unable to be with us to-day.

It is possibly not quite true to say that we have no aircraft to offer our members, for last September a scheme was proposed whereby, with the aid of the Kemsley Flying Trust, Slingsby " Motor Tutor " aircraft would be made available to the Association's Groups—payment being made on the " pay as you fly " basis. Confident that the demand was there the Committee went ahead with the scheme and an order for six " Motor Tutors " was placed with Slingsbys by the Kemsley Flying Trust. All groups were circularised in respect of this scheme and the results to date have been extremely disappointing, only one Group declaring in favour of purchasing a " Motor Tutor."

The need for a two-seater training machine has been the reason for non-acceptance by some groups,

whilst others have wanted machines of the " Chilton " or " Fairey Junior " type. It is worth while remarking here that an aircraft in production is worth six in the prototype stage and a " Motor Tutor " in the hangar is worth any given number of aircraft in the drawing office.

An important matter which has arisen as the result of the undertaking of the " Motor Tutor " project is the question of the incorporation of the Association as a limited liability company. This matter has been fully discussed by the Committee and solicitors advice shows that the best and cheapest method of achieving this end is by formation of a separate holding company which will be controlled by the Association through the General Council who will appoint its directors. Such a company would handle all finances and accept all liabilities on behalf of the Association proper. It is therefore proposed that such a Company be formed and steps have been taken to register the name Ulair Limited as a suitable name for such a company. Later in the meeting members will be asked to approve the Incorporation of the Association as a limited liability company.

During the past year the Executive Committee has been reinforced by the co-opting of Mr. C. P. Choularton as Chairman Insurance and Registration Sub-Committee, Mr. Geoffrey Dorman, Chairman General Purposes Sub-Committee, Mr. John Fricker, Chairman Public Relations Sub-Committee and Mr. A. R. Weyl, Research Sub-Committee all of whom will offer themselves for formal election this afternoon.

I would like, at this point, to place on record my appreciation of the willing help given by all ex-Committee members, not only in their own particular spheres but also in the broader aspects of the day to day administration of the Association.

Finally I would like to thank all members for their support during the past year. We are certain that their patience will soon be rewarded and that before long the Association will be able to offer a choice of aircraft for members to construct and fly, may I say that we are all anxious to hear from you and of your experiences. It gives us encouragement to persist in our uphill task.

Report by Chairman of Design Sub-Committee G/C. E. L. Mole

During the past year we have formed a design team to advise and assist our members with aircraft design, modification and engine installation problems. This team consists of volunteer designers and stressmen who are interested in the ultra light aircraft movement and have offered their services in their spare time at charges very much below those made by professional aeronautical consultants. Mr. A. R. Weyl is head of the team and co-ordinates the work. A.R.B. has officially approved the team as their consultants on ultra light aircraft matters.

It appears that the fundamental reason for lack of enterprise by aircraft manufacturers in the ultra light aircraft market is that no suitable engine is available in production. In an effort to obtain an engine we drew up detailed specification requirements calling for an engine of 50 h.p., as robust, cheap and simple as possible, with weight, performance and fuel consumption as secondary considerations. We then made intensive efforts to interest various engine firms in the need for producing such an engine, but they have all been unwilling to incur the expense of development and tooling up for production unless assured of a firm order—in one case five hundred engines per month was demanded !

Consequently, we decided to turn to the government for support and to get some action started. As the result of our representations, the Ministry of Civil Aviation sponsored the project and last September wrote officially to the Ministry of Supply requesting the development of a 50 h.p. engine suitable for ultra light aircraft. It is of interest to record here that Lord Pakenham, the Minister of Civil Aviation, subsequently offered a deputation from the Association his personal support in the matter. Unfortunately, the Ministry of Supply take the view that private enterprise must cover small civil aero engines, and despite many discussions on the project, no action has yet been taken by them.

We have not, however, neglected to explore private enterprise in our attempts to obtain an engine and a number of projects have been under consideration, the position of which is as follows :—

(a) The 45 h.p. flat twin " Ula " engine, which we mentioned at the last A.G.M., has been delayed by the absence of its designer on business overseas. We are assured, however, that it is to go ahead eventually and its designer, who is the head of a well-known motorcycle firm, has undertaken to bear the development costs.

(b) Major Weaver, head of the Coventry Victor Motor Co., has promised to investigate the conversion of his 40 h.p. " Neptune " flat-four engine for our purposes. This is a very robust and reliable motor, which has the advantage of being fully developed and in production.

(c) We strongly recommend the production in this country of the pre-war German Zundapp 51 h.p. inverted 4 cylinder in-line engine, which was highly successful. Two examples are available over here, one in the " Zaunkoenig " which the Association has recently acquired. We have interested a firm in the idea and negotiations are in progress.

(d) Fairey's, in the search for an engine for their " Junior," are considering the conversion of the Vincent H.R.D. motorcycle engine. This is a Vee twin engine of 1 litre capacity, of advanced design, which in normal condition develops 45 h.p. but can be tuned up to 80 h.p. for racing. It is suitable for a neat inverted installation with little modification being necessary—the major difficulty being the provision of a reduction gear for the propeller. It has the advantage of being already in production, but no work has actually started on its conversion.

(e) The proposal for the development of a 50 h.p. flat twin Monaco engine has been dropped

owing to the firm coming under new management and ceasing to produce light aero engines. This is a great pity, as the cylinder development had already been completed.

(f) Mr. Mayes, late chief designer to the Monaco Engine Co., has a promising 2 litre flat-four design in hand, and is searching for support to develop it.

(g) Messrs. Marwyn Ltd. of Bournemouth are making up an experimental engine with Triumph Tiger motorcycle components for use with the " Hoppicopter " helicopter. We are watching this project with interest as it might lead to the development of a suitable engine for our purposes—though, as with Vincent H.R.D., a propeller reduction gear would have to be added.

With regards to aircraft designs, the position has become much brighter since we were able to obtain the supply of Aeronca J.A.P. engines, thanks to assistance of the Kemsley Trust. Both the Fairey " Junior " and the Slingsby " Motor Tutor " prototypes have flown successfully on Aeronca J.A.P. engines supplied by us.

The Fairey " Junior " specification fits nicely into our general purpose class, and if fitted with a 50 h.p. engine, would suit us ideally. It is robust, simple of construction and cheap. It was designed by Mr. Tips specially with a view to ease of construction by amateurs with limited facilities, and we are disappointed that Fairey's will not agree to the sale of kits of parts for this purpose. Only the two prototypes have so far been built, and Fairey's will not proceed further until a suitable engine is available in production.

The Slingsby " Motor Tutor " is the " Tutor " glider powered with a 37 h.p. J.A.P. engine. It has proved extremely successful, having a remarkable take-off and angle of climb. As a matter of interest, it has successfully towed gliders on several occasions ! Though naturally it has only a moderate cruising speed, we consider it serves a valuable purpose as a link between glider flying and powered aircraft. Indeed, it has already been flown successfully by a number of glider pilots without previous powered flying experience ! One advantage of the " Motor Tutor " is that most of its airframe components are identical with those of the " Tutor " glider, which is already in production for the A.T.C. The aircraft has been extensively tested and is now undergoing its final C. of A. trials. It will shortly available for sale and is to be supplied, if required, in kits of parts for amateur construction.

In search of an aircraft for our high performance class, we have been endeavouring to arrange the revival of the " Chilton "—a most successful pre-war type which holds the 100 km. international speed record for the 2 litre class at 125 m.p.h. Its designer was unfortunately killed some years ago, and the detail drawings and stress analysis are incomplete. Consequently, a complete re-design is necessary, and I am glad to announce that the College of Aeronautical Engineering at Wimbledon Park have agreed to undertake this task, and to build a prototype of a new and improved " Chilton " as an exercise for their students. We can look forward, therefore, to the introduction in due course of a high performance type of U.L.A. suitable for pylon racing, aerobatics, and other forms of advanced flying.

Another interesting design in the general purpose class is the " Herald " being built by Hants. and Sussex Aviation Ltd. at Portsmouth airport. This is to be powered by an Aeronca J.A.P. engine. We hope to see the prototype completed and flying before long.

We understand the Dart Aircraft Co. Ltd. are prepared to re-introduce their successful pre-war " Kitten " ultra-light aircraft when the demand arises and financial backing can be obtained. This is an extremely neat, single seat, general purpose type, which flew very successfully with an Aeronca J.A.P. engine.

Five amateur designs of ultra-light aircraft are being undertaken by our members. We are looking forward to considerable progress with these during the coming year.

Mr. A. R. Weyl has put forward a scheme to develope an ultra light primary type to be known as the " Ulap ", and he is searching for financial backing to build two prototypes. These are to be essentially safe, cheap, simple and robust, and suitable for amateur construction. Such a primary type would be of value for use by our less experienced pilots and as a hack with our Groups. It would, moreover, enable the Association to investigate, and to settle once and for all, the controversial question as to the practicability of solo-training.

Finally, in response to a growing demand from members and Groups, we have decided to sponsor the development of a really cheap and practical two-seater trainer to operate with our 50 h.p. engine (when we get it !). To this purpose I have issued a design questionnaire to all members and from the replies received the Design Sub-Committee will draw up our specification requirements. It will then be necessary to find a firm willing to undertake the design and to build a prototype for development, or alternatively, an aeronautical school or college who might be interested in the project as an exercise for their students. We would welcome any suggestions or assistance on this matter, which we feel to be vital to the future of our movement and, consequently, of private flying in this country.

Report by Chairman, Research Sub-Committee, Mr. A. R. Weyl—Design Team

The team has had little occasion to function in its entirety, since there has been little constructional work by members and groups in which advice was asked, and projects made under the auspices of the Executive Committee have not yet found any basis for realisation.

A number of minor design problems were brought to the notice of the Committee, usually in connection with Permits to Fly. One complete Certificate of Airworthiness procedure is in progress on the basis of the Ultra-Light Requirements of the A.R.B.

Throughout the year, good contact was maintained with the Air Registration Board. In all technical questions which arose, the A.R.B. proved not only helpful but distinctly interested in the welfare of our movement.

Experience has shown, however, that difficulties in respect to Certification are bound to arise when owners, constructors or designers fail to contact the Air Registration Board at the appropriate time, i.e. before beginning to construct or to modify. With any design or intended modification it is necessary to approach the A.R.B. as early as possible. If this is not observed even our best offices are unable to prevent serious difficulties in dealing with the A.R.B.

Welding and Bracing

During the year enquiries have been made of the possibility of securing simpler constructional methods, and to find cheap and readily available materials.

The problem to replace welding by a simpler method is still unsolved. The brazing or bronze-welding of steel parts (say for engine mountings, fittings, etc.) would seem excellent, but the reliability of the method is still undecided. Experiments sponsored by the A.R.B. are still going on, and we have been promised a report of the results.

Magnesium Alloys

With regard to magnesium alloys, it has been found that the firm of F. A. Hughes & Co. Ltd. are quite eager to help us. Off-cut and odd sheets of otherwise airworthy material are relatively cheaply available from their stocks at Clifton Junction Works and would be very handy for fairings, cowlings, etc. They are also prepared to help us with castings even in cases where only a few off are required. This might assist us at a later stage to come to robust and inexpensive wheels or similar cast parts.

Rocket Propulsion for Sailplanes

An investigation has been made of the possibility of using rockets for power-assisted sailplanes. Technically, such a scheme would be entirely practical to-day, but the price of the propellant required unfortunately makes such power assistance quite unattractive. In discussions with the I.C.I. it was found that even the cheapest propellant, the very safe guanidine nitrate composition, would cost at least £2 per take-off and climb. As this price cannot be reduced, we have dropped the matter for the time being.

Solo-Tuition and Solo-Trainer Aeroplane

Last summer, a Memorandum was submitted on a proposed scheme of ab-initio training on specifically constructed single-seat aeroplanes. Part of this Memorandum and of the Requirements for practical solo-trainer aeroplanes have been published in our *Bulletin*.

The proposed scheme involves the evaluation of training experience which was collected during the early years of aviation ; it is neither a new discovery nor can it be denied that, in itself, it would be entirely practicable and workable. The sole point to be established by experimentation is a decision as to its merits in respect of such training methods which are applicable to ultra-light aeroplanes.

The scheme is based on an aeroplane of specified qualities. Therefore, a project for a cheap single-seater solo-trainer aeroplane has been prepared and is ready for realisation. This " ULAP " project is specially designed for amateur construction, and due regard has been given to necessities of construction by beginner groups with little experience and equipment. One version of the " ULAP " monoplane is expected to be fully spin-proof. Otherwise, the type is perfectly conventional.

The " ULAP " project was submitted to the Ministry of Civil Aviation in November 1948, and it was hoped that, after Lord Pakenham's assurances to help our movement, we might be able to realise the prototypes required. In this case, all the drawings, specifications and experience would have been available to our members, once a Type Certificate of Airworthiness was acquired. In January 1949, the " ULAP " project was passed by the Ministry of Civil Aviation to the Ministry of Supply.

Report by Chairman, Construction Sub-Committee, Mr. H. N. Rose Dale

I am pleased to be able to report good progress for the year although not as much as we had hoped, since there have been an unbelievable number of difficulties to be overcome. This report naturally only gives the outstanding events of the work of the construction side of the Association, whereas the actual detail and difficulties rarely, if ever, come to the notice of Members other than those immediately concerned.

We would like to take this opportunity of congratulating Mr. Parker and the South Hants. U.L.A. Club on completing their " Heath Parasols " which were the first amateur constructed Ultra Light aircraft to fly since before the war. Although the test flights were satisfactory it was found that the aircraft were under-powered.

J.A.P. Engines

After difficulties of various kinds, we have at last succeeded in completing the rebuilding and testing of 2 or 3 of these engines to the satisfaction of the Air Registration Board, and now with the exception of a couple of problems which will have to be overcome, the testing will be able to proceed at a satisfactory pace.

At this point, I would like to convey appreciation and thanks on behalf of all Members of the Association, to Messrs. Smiths Aircraft Instruments Ltd. and Sangamo Weston Ltd. for their kind co-operation and help in loaning to us such a valuable amount of test instruments without which nothing could have been done.

So far as actual constructional work is concerned, Messrs. Felce, Miller and Petrie have nearly completed their Luton " Minors " and we are negotiating with M.C.A. for the issue of permits to fly. Mr. Waterhouse has completed the entire rebuilding of his " Drone " and awaits a permit to fly. Mr. Simpson is carrying out the C. of A. renewal of his " Aeronca," and has spent 900 man hours to date on it. He is in no way disheartened by the fact that another 900 hours will be needed to complete the job. (Would-be constructors please note). The Aerotech Group, Hayes, have successfully completed and flown their 2-seater Glider and satisfactory results were obtained.

I would like to remind Members of the great importance of inspectional supervision which can be arranged through Capt. Sturton's inspection organisation. The point being that subject to supervision and final inspection and test flight being satisfactory,

A.R.B. are prepared to recommend a C. of A. for home-built aircraft of approved design. This is a great achievement and is an important point to be remembered by all concerned.

Report by Chairman, Inspection Sub-Committee, Capt. K. M. Sturton

It is difficult to report upon inspection matters during the past year, since there has been very little to maintain and inspect in the Groups, but the present season will be far more promising, and therefore, I think the best course is for me to emphasize some of the more important aspects of the inspection and maintenance of ultra light aircraft.

It may be remarked in passing that seven Groups have nominated inspectors, and approval has been given for their appointment to those duties. Any Groups who are operating, or intend so to do this season, must nominate an inspector at once.

Maintenance

Inadequate or slipshod maintenance may adversely affect any or all of the following :—

(a) The safety of the aircraft
(b) The insurance of the aircraft
(c) The Certificate of Airworthiness
(d) The approval of inspection granted to the Groups by the Association
(e) The inspectors nominated by the Groups

Obviously therefore, it is essential that the inspectors do their duties conscientiously and methodically, and that they receive all necessary backing from other members of the Group.

Inspectional Approval

The Air Registration Board has granted inspectional approval to the Association. The Association has delegated that approval to the groups through their appointed inspector. It is therefore not too much to say that the whole structure of the Association depends upon the conscientious work of the group inspectors.

Repairs

A Group is only permitted to carry out minor repairs, unless a repair has received the approval of Association headquarters and the A.R.B. Minor repairs are defined as those not affecting the safety of the aircraft—i.e. those confined to secondary structure and unstressed parts. If there is any doubt as to whether a necessary repair constitutes a " minor " one, a sketch should be sent to Association H.Q. showing the proposed repairs, when approval will be obtained.

Records

It is essential that an " official " logbook be used for each aircraft. It is strongly recommended that a " private owners " logbook be obtained from the A.R.B. at a cost of a few shillings. This is a combined airframe and engine logbook. It is essential that all matters affecting the aircraft, including flying and running times, repairs, replacements, inspections etc., be properly and methodically recorded in the logbooks, and duly certified by the inspector. It is also essential that each aircraft be inspected and maintained to a schedule approved for the type. Approval must be given to the schedule by the A.R.B. It is essential that a record is entered in the logbook of each inspection carried out to the schedule and is certified by the inspector.

I am glad to be able to report that Mr. Berens of the R.A.E. has joined the inspection sub-committee, and it is hoped he will be able to visit Groups when his official duties permit, to give any help and advice to Groups upon inspection matters.

As Groups may be constructing from " Kits of Parts " this season, it is recommended that they obtain a copy of " Notes for Inspectors " from Association Headquarters.

Report by Chairman, Operations Sub-Committee, Mr. I. G. Imray

From a purely operations point of view, the past year has been somewhat disappointing. The chief reason for this was the lack of operational ultra light aircraft types, and the causes of this lack were numerous. No post-war ultra light aircraft designs have actually gone into production, although one prototype is at present undergoing C. of A. trials. A number of pre-war types have been brought out from under the dust sheets and in some cases have practically been rebuilt from scratch. You have already heard of the difficulties encountered in the engine sphere and this has created something of a bottle-neck.

We managed, however, to muster a number of ultra-lights for a Rally at Hendon in July last on the occasion of a National Rally held by the Women's Junior Air Corps. For this opportunity of displaying some of our wares we are indebted to Mrs. Patterson, who is Chairman of the Aviation Training Committee of the W.J.A.C.

Congratulations are due to the very energetic Committee and Members of the South Hants Ultra Light Air Club for being the first Group affiliated to the Association to stage its own Rally. This was held in September last year. The right spirit was certainly there even if the attendance of aircraft was not up to expectations. That was no fault of the Group.

Uncertainty has been expressed by a number of members as to the interpretation of " Hire and Reward " with relation to Instruction by Voluntary Instructors. We have approached M.C.A. for an interpretation, but they are not prepared to commit themselves by a definition. They have stated however, that they do not consider our system of Voluntary Instruction without profit to the Group as Hire and Reward, and have suggested we take legal advice on this. We are doing this and will inform Group Secretaries accordingly in due course.

On the subject of Training, a very small but effective and successful camp was held at Elstree during the late summer. Our thanks are due to those who voluntarily gave their services as Instructors and looked after the accommodation and domestic side of the Camp. Arrangements are at present in hand to hold another Camp this year, the month of July having been chosen.

In conjunction with the Research Sub-Committee, as already reported by Mr. Weyl, a whole issue of the *Bulletin* was devoted to a precis of a very comprehensive treatise on Solo Training. At the present moment we are unable to proceed along practical lines with this scheme as the expense of the production

of the two prototype aircraft is more than the Association can bear. A suggested scheme has also been drawn up for using the " Zaunkoenig " for solo training, and this scheme is also easily adaptable for the " Motor Tutor." Information received from Mr. Slingsby indicates that the Solo Training scheme which he has operated, is not entirely satisfactory and is likely to be very expensive in damage, especially to propellers.

Our members will be most pleased to hear that we have successfully concluded our negotiations with the Ministry of Supply and we are now the proud owners of the " Zaunkoenig." We hope to take it to numerous Air Displays up and down the country this Season as soon as a Permit can be arranged. Those Group Secretaries who contemplate organising Rallies this Season and who would like to see the " Zaunkoenig " are requested to give us ample notice so that we can avoid duplication of dates.

At the request of one of our affiliated Groups we have had meetings with the G.A.P.A.N. in order to effect the introduction of an Instructor's Certificate for Ultra Light Types only. The Guild were very receptive to the whole idea, but when the Operations Sub-Committee discussed the proposals in detail we were of the opinion that the existing Guild Regulations were sufficiently flexible to enable our requirements to be met without the introduction of any new regulations on the part of the Guild. The Guild have now confirmed that restricted endorsements can be obtained to enable instruction to be given on ultra light aircraft types only.

An attempt was made to organise a Rally for the Whitsun holiday weekend, but as members already know this has had to be cancelled. Not to be outdone however, arrangements are already well in hand to hold a Rally towards the end of the Season, early in September.

It is expected that this Rally will be held at Butlin's Skegness Holiday Camp which has its own airfield (Ingoldmells). I do most earnestly request those of our members who possibly can, to attend this Rally and give it 100 per cent support. It is a grand opportunity for a get together of the ultra light types, both human and mechanical, and the Butlin organisation can be relied upon for good value in entertainment when the hanger doors are closed and the day's flying is over.

In conclusion, I should like to express my thanks to all those (too numerous to mention by name) who have given me valuable assistance on the Operations Sub-Committee during the past year).

Report of the Chairman, Public Relations Sub-Committee

Since being co-opted as Chairman of the Public Relations Sub-Committee and on to the Executive Committee of the Association in December last, I have endeavoured to keep the National Daily and Technical Press informed of the progress of the Association.

The response from all sections of the press has been satisfactory, and a keen interest has been shown in the activities of the Association. In addition, copies of the U.L.A.A. *Bulletin* are now being circularized to press representatives. The Association is greatly indebted to the *Sailplane & Glider* which reproduces the *Bulletin* in its entirety. Other journals frequently extract comments from its pages. The publicity position, therefore, is fairly satisfactory, but could be greatly improved if the flying activities of the Association were stepped up.

This point was made particularly clear when I took over the compilation of the *Bulletin* in the New Year. As the mouthpiece of the Association, the *Bulletin* should be more than a vehicle for the monthly reports of the Chairmen of the various Sub-Committees. While it is very desirable that the members of our Executive Committee should publish their progress in the *Bulletin*, it is unfair to them to expect them to carry the burden of contributing the whole of its contents each month.

Group and Individual members should realise that the *Bulletin* is what they make it, and it is up to them to send to the Secretary of the Association, articles or letters on all aspects of their work. In the case of Groups, either the Secretary or an appointed member should be detailed to send in a monthly report for the *Bulletin*, if possible by the 15th of the month. Only by the maximum interchange of ideas can any progress be effected.

(*To be continued*)

CANBERRA SOARING CLUB—*contd. from page* 151

country to the north, so he set course across further rough and heavily timbered country to the east. At still over 2,000 feet, he was making rapid progress over the land, but as he could see no clearings ahead, he had to return a short way to land in the only open patch, near by which he discovered the only telephone for many miles around. Total flight was 23 miles in 35 minutes.

Many week-ends in the late summer and autumn proved unsuitable for gliding but A. Powell has also managed to climb to Silver " C " height.

For the first time we have had to take on learners with no power experience. It has been anxious work with only one machine for all purposes, and has resulted in minor damage, but B. Moss has reached " B " standard, and G. Cox and Patricia Corry have reached " A ".

Meanwhile our evenings and non-gliding week-ends have not been spent lotus-eating. Our fuselage had originally been intended for a nacelled primary, and was much too short for our 45 feet wing-span, besides having a cock-pit both exquisitely uncomfortable, and too small for a parachute. Martin Warner of the Sydney Soaring Club designed us a new fuselage on modified " GB II " lines. Arthur Powell built the bulkheads in October, whilst he was still in exile, and as soon as they were finished, they were brought up to Canberra, and assembly proceeded right through the summer. By the 8th May, it was ready to fly, though the hood and some fairing was not then finished (they are now). At a proper christening ceremony, the renewed glider was named " Currawong," after a local bird. The traditional champagne was present, but very little got over the nose-cap, most being downed by the assembled members and friends. First impressions show a great improvement in control, and much quicker turning.

All we need is some summer.

NEWS FROM THE CLUBS

THE GLIDING CLUB OF VICTORIA

Vol. 2. No. 10. 1st June, 1949.

Some time ago the club bought a block of land in Short's Road Merlynston, with the view of building a permanent workshop there.

Last month Dick Duckworth and Rob Dowling erected the fence at the rear of the block and the Coburg City Council have approved of the issue of a building permit.

Members will remember that in the Club's 13th Annual Report that mention was made of the fact that a permit had been obtained from the " Building Directorate " to erect the building.

Now this permit is only valid for 12 months and as it was issued in November 1948, we have not a great deal of time in which to finish the job. •Work will be started on Sunday, 5th June, 1949, when the stumps will be placed.

Owing to the urgency of this work it might be necessary to cancel flying on such days as there is work to be done.

If the members hop into the work and turn up regularly the job can be completed in a reasonably short time, but if the work is allowed to drag out and left to a few then it may take months longer which will almost certainly mean positive cancellation of ALL FLYING until the job is finished.

Don't let this happen chaps—it's up to you ! !

Remember too that the workshop will facilitate maintenance of our equipment—it is handy to the Merlynston Railway and tram and the property is to have the electric light and power, water and sewerage connected. In the long run therefore the project will mean a big saving of members' time and maintenance will be carried out under better conditions. The strain on the hangarage facilities at Fawkner will also be relieved.

Members will be pleased to know too that this project is the first of its kind in Australia in that our Club is the first and only Club in Australia at the moment which owns real property.

Motor Show : Great Success

The Club's Stand at the " 1949 International Motor Show " held at the Exhibition Buildings, Melbourne, created much interest and we hope many new members.

The machines displayed were the Grey " Grunau Baby II " sailplane and the Kirby " Kadet," brought out of storage for the occasion. The " Carr Withall Annual Memorial Trophy " was also on view.

The stand was decorated with potted shrubs especially prepared for the occasion by Lin Beck. The success of the stand was due largely to the efforts of President Norman Hyde and the members of the sub-committee particularly Jack Edmonds whose striking show cards and monster club badge were the subject of appreciative comment.

New Members are Welcome

Entrance Fee is £1. 1s. 0d. Flying Members' Subscription £3. 3s. 0d. Ordinary Members, 10s. 0d. Flight charges range from 10s. 0d. to 12s. 6d. per hour, plus launching fee.

The Club's registered office is—28 Princess Street, Footscray, W.11. Hangar and Workshop—Major Road, Fawkner (rear of Miss R. Dowling's property). New workshop—Shorts Road, Merlynston, 3 doors west of Sheppard Street on south side of road.

Application forms for membership are available from the Honorary Secretary. Explanatory pamphlets may also be obtained on request.

Flying is carried out at Fawkner (primary only) and Somerton (½ mile north west of railway station.

Notice to Instructors and Assistant Instructors

The Department of Civil Aviation has requested that Instructors notify Flight Checking Control at Essendon Aerodrome. Phone F.U. 3772, every day on which flying is carried on at Somerton.

This request was made to protect us so that machines coming in from Sydney can be diverted to another route and so keep the air clear for us.

Rob Dowling Retires from Executive Committee

Owing to pressure of private business Rob Dowling has found it necessary to resign from the executive committee. In accordance with the Articles of Association the Committee has elected Dave Darbyshire to replace Rob until the next Annual General Meeting.

Members Away from Home

Jimmy Darbyshire writes from England that he has made the acquaintance of Messrs. Cobb and Slater of Cobb-Slater Variometer fame. He has purchased two of the very latest type variometers.

He visited the Derby & Lanc's Gliding Club and had a couple of flights in their " T.21.B " two-seater.

Jimmy writes that Keith Chamberlin's flight is considered as a simply amazing feat and all agree that the " Grunau " is a credit to the Club to be so old and yet be able to withstand such treatment.

Flying Report

The " Utility " has been flown on every possible day and the trainees are improving their flying in every way.

Pat Delahenty had his first hops in the " Utility " on Sunday, 29th May, 1949, and is making good progress. Pat was in the R.A.A.F. during the war and managed to raise a score of 100 hours before being de-mobbed at the end of the war.

Outstanding Subscriptions and Flight Charges

The note from our Honorary Treasurer, Mr. J. H. Kelleher, F.F.I.A., L.C.A., A.C.I.S., month regarding the laxity of some members in settling their accounts has not in some cases had the desired effect and the Committee is now faced with task of taking stern measures to collect amounts outstanding.

One suggestion which has often been put forward is that a list

of amounts owing by each customer should be published in " Earbash." Surely it is not necessary to do this to get members to pay up.

The list of outstanding amounts is considered each fortnight by the executive committee and this matter has occupied too much of their time already and has delayed more important business.

The committee at the present needs all the money owing to make the most of opportunities of purchasing materials, and members in arrears have a clear duty to settle up without any further delay.

GÜTERSLOH (B.A.F.O.) GLIDING CLUB

Target for 1949. May.

Ten thousand launches ! That is the aim of our Club this year. Undoubtedly, it is a high aim, but given our fair share of good weather we have every chance of making the target.

Why are we so confident of nearly doubling the launch total for last year—and obtaining a proportional increase of flying hours and certificates ?

Firstly, conditions for the maintenance side of the club have greatly improved owing to the fact that early this year we obtained a fairly large building in which to concentrate our workshops and stores. Before this time our aircraft and equipment were dispersed over the length and breadth of the Station. (Parking of available gliders still presents an awkward problem, but many of us are hopefully hoping for a hangar).

Secondly, several methods of launching have been tried—and tested under all conditions—to obtain the maximum number of launches during a gliding period, and yet give everyone present their fair share of flying.

As all our launches are carried out by winch, plenty of room is essential. Here, we are lucky as the airfield has several long, unobstructed grass strips which are wide enough to allow the use of three winches. (I use the word " unobstructed " with some hesitation—one strip has a small version of the Himalayas half way down its length !)

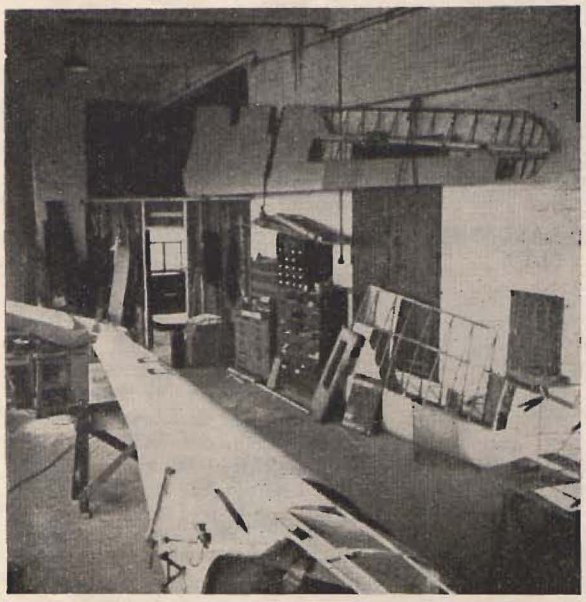
Flying is divided into two categories — " primary " and " advanced." The " primary " people operate some distance from the " advanced " side—for obvious reasons—and although they are connected by field telephone to " control " and all winches they " press on " undisturbed and make 100 launches or more on a good day.

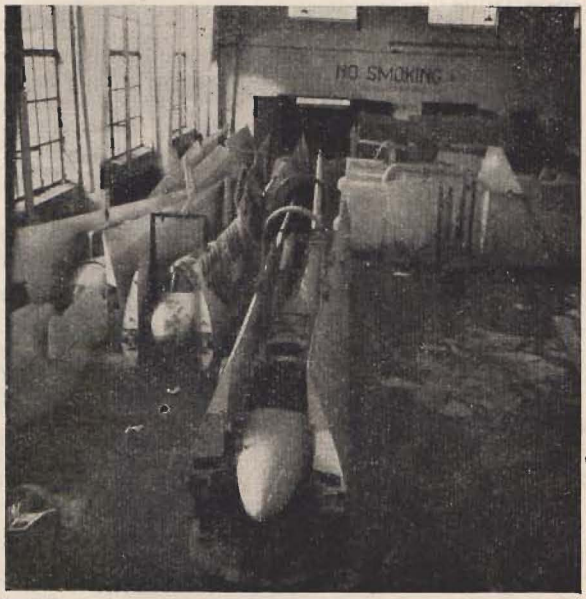
On the " advanced " side, conditions being favourable, two winches are used. These are positioned some twenty or thirty yards apart—one car retrieving both cables at once. To avoid tangling of cables it has been found advisable to employ a spreader-bar on the retrieving vehicle. The cables from the left and right hand winches are attached to the respective ends of the spreader—which need not be more than three yards in width. It is *essential* that the retrieving car drives in a *straight line* to the take-off point.

Order of launching depends on the wind. Should there be the slightest cross-wind the winch on the leeward side hauls in first. This obviates the possibility of one cable fouling the other after release. As a further precaution the cable of the second winch can be pulled to one side and staked down before the first winch is operated.

Unless these precautions are taken, a tangle of such proportions —which has to be seen to be believed—will occur. If there is such a mishap, an hour or so of unravelling with subsequent sore fingers, will, be the lot of the " advanced " side ! So much for launching methods.

Regarding our Sailplane and glider strength, we have never been better off. The closing of the Oerlinghausen Gliding Club (which





The Hangar.

for them, must have been a great disappointment), has helped us considerably.

We have three " S.G.38's," eight " Grunau Baby IIb's," two " Kranichs," one " Bussard," two " Meises," one " Minimoa," and two " Weihes." Some of these aircraft are in need of overhaul or repair but we hope to commence work on them after the B.A.F.O. Gliding Contests.

Four winches (three Wild Balloon and one Pfeiffer) enables us, barring unserviceability, to carry out our multi-winch scheme.

For glider and cable retrieving we possess one converted Ford 15 cwt., one Jeep, and two (rather battered) Volkswagens.

It is hoped that our three " Westfalia " and two K.O.5 trailers will be used to the full, whenever good weather permits cross-country flying.

During the first four months of this year the club has, for a total of **43** gliding days, obtained the following results :—

No. of launches, **2,515**. Flying time, **149** hours.

Certificates " A " 14, " B " 13, " C " 6.

Accidents 1 (40 per cent).

Undoubtedly, much is owing to Group Captain W. B. Murray who, as Officer in charge and C.F.I., has put in an immense amount of time and energy into the organisation and running of the club.

A short while ago we welcomed F/Lt. " Jock " Forbes into the club, and also Herr Kronefeld who has re-joined us after his hibernation up north.

In view of our potentialities, failure to attain our target will not, I'm sure, be any fault of ours.

Go ahead, Gutersloh.

DOUG. CAMPION.

THE BRISTOL GLIDING CLUB
June, 1949.

No very outstanding flights have been made recently at Lulsgate though a Silver " C " climb was made from a winch launch by J. M. Hahn in the " Grunau." However a fair amount of soaring has been put in and the number of pilots qualified to fly sailplanes increases steadily. A typical day's operation results in some 60 or 70 launches and perhaps 8 to 10 hours flying.

After the usual chores such as persuading the winch to start, the barograph to ink and the telephones to work, flying starts at about 11 a.m. The Club " Olympia," " Grunau," and " Tutor " with one or both of our privately owned " Olympias " are launched by winch. A second line is started for training, using auto tow, and giving slides, hops or circuits as required. Aero towing is also used when a tug is available though the high cost rather limits its popularity.

Sandwich lunch is provided by our hard working lady members and is generally eaten on the field. In the workshops, industrious members are hard as work assembling an engine or overhauling the " Dagling," while another gang, stripped to the waist, polish the Club Room lino.

As the thermals die out the sailplanes are flown home and the winch is put away ; the auto tow line however continues hard at it until sparks fly from the cable and the " Primary " is merely a fantastic silhouette.

Week day evening training parties are also popular thanks to the proximity of the airfield to Bristol, over 20 hops and slides are possible at this time of year. Wednesday evening is reserved for maintenance and a faithful gang overhaul equipment in preparation for the week end.

The Club took part in the Bristol and Wessex Flying Clubs Garden Party on June 18th. A display of formation flying and aerobatics by two " Olympias " was much appreciated and contrast was provided by the " Eon Primary."

DERBYSHIRE AND LANCASHIRE GLIDING CLUB

Sunday, May 1st. Wind N.W. 15.

Conditions were only moderate and it was not until 4 p.m. that machines were able to soar comfortably. There was some intensive training on the " Nacelled S.G.38 " and Hayes and Anne Tye had their first slides.

Totals—64 launches, 10 hours 27 minutes.

Saturday, May 7th. Wind N.E. 10.

Bill Elrington caught a snorting thermal off the winch and spent the best part of an hour at 3,000 feet. He was joined later by Gerry Smith in Stan Armstrong's " Olympia," due to an error of judgment on the part of the latter. No one else managed to contact, but Victor Krzyszkowski (usually referred to by his Christian name) obtained his " A " certificate in the " Cadet."

Totals—21 launches, 2 hours 21 minutes.

Sunday, May 8th. Wind W.S.W. 15.

At first conditions were rough and between 10.30 and 11.00 p.m. the maximum height was round about 500 feet above the hill. At 11 p.m. Eddie Swale in his " Olympia," followed by Derek Roper in the " Gull " and others, began to nibble at lift which was at first thought to be thermal. The sky quickly changed and lenticular clouds rapidly began to form all over the place. Climbing steadily in strong lift Swale, Robertson, Roper, Jefferson, Wardale and Faulkner were soon searching the valley for the strongest lift. Robertson reached the greatest height before lunch at 5,750 feet, two or three others topped 5,000 feet and the rest had to be content with a mere 4,000 feet or so. In the afternoon conditions improved (or do we get a better class of pilot on Sunday afternoons ?) and Shepard reached 7,800 feet, Armstrong 7,200 feet, G. O. Smith 6,600 feet, and Taylor 6,000 feet. Eric Taylor had an unusual experience. Coming out of cloud over the Buxton-Ashbourne Road, eight miles from the Club, he picked out a field for landing. In making his approach at 200 feet he ran into the wave again and came back to the Club. The following pilots obtained Silver " C " height, Curly Bulling, Bill Elrington, Brian Jefferson, Brian McGraw, Jim Lawless and Margaret Swale. Chris Brayshaw took the " Cadet " to 3,500 feet and fired Harry Cook with the ambition to reach the same height with a barograph. Harry had a great time trying to reach 3,000 feet but was completely upset on landing, partly because he failed to reach the necessary height, but mostly because he came in too slowly. Altogether nineteen pilots reached 4,000 feet and over.

Totals—24 launches, 14 hours 57 minutes.

Saturday, May 14th. Wind S.E. 10.

Hardly fit for anything but primary training. Aizlewood,

Brown, MacQueen and Hayes continued on the " S.G.38 " and there were some circuits in the " Cadet."

Total—41 launches, 1 hour, 18 minutes.

Sunday, May 15th. Wind N.E. 5.

The same again only the opposite way round. Hayes, Hollingworth and Brown all obtained " A " certificates.

Total—75 launches, 1 hour, 37 minutes.

Saturday, May 21st. Wind S.S.E. 10.

The weather being what it was and the " Primary " having had its keel damaged last Sunday, it was as well that the " T.21 " turned up. Training in the latter and the " Cadet " was carried on. Gerry Smith and B. Thomas took their " Olympias " to Sywell to give a display and were presented with momentoes in the form of handsome cigarette cases. This unexpected gesture caused a sharp revision of opinion on the subject of Air Displays and a hurried departure just in case the organisers discovered that some mistake had been made.

Totals—30 launches, 1 hour 27 minutes.

Sunday, May 22nd. Wind S.S.E. 15.

Stan Armstrong and Derek Roper managed to keep the " Olympia " and the " Gull " in the air for 14 and 13 minutes respectively. Roger Dickson in the " Viking " caught the only real thermal of the day and reached about 1,500 feet. over Mam Tor. Otherwise there was not even a spot of training to keep us going.

Totals—29 launches, 2 hours 48 minutes.

Wednesday, May 25th. Wind West 10.

Anxious to make use of the first west wind for weeks, a small party arrived at the Club just in time to see it die away. Fifteen minutes was the longest anyone could manage.

Total—8 launches, 1 hours 13 minutes.

Saturday, May 28th. Wind West 10.

Conditions were largely dependent on thermals and varied greatly throughout the day. George Thompson reached 6,000 feet a long way back from the site, Stan Armstrong reached 5,200 feet and John Tweedie 3,200 feet, Margaret Swale reached 3,000 feet and was hoping to do five hours for her second " leg " but after 2 hours 20 minutes she was forced in.

Total—45 launches, 21 hours 8 minutes.

Sunday, May 29th. Wind S.W. 15.

Conditions were again difficult and machines were constantly being forced in. Robertson and Fred Coleman in their " Olympias " managed about 90 minutes each but other flights were of much shorter duration.

Total—56 launches, 16 hours 14 minutes.

Saturday, 4th June. Wind N.W. 20.

A met and windy morning giving no promise of a weekend which was to produce over 200 hours. The London " Olympia " group was up early, rigging in showers of rain. The locals stayed in bed and if anyone should think that they were in any way put out of countenance by the enthusiasm of the strangers within the gates, he does not know our Club. After lunch there was a clearance and John Hurry was launched first in his machine. Although conditions were never particularly good, the keenness of the red " Olympia " group was infectious and from 3 p.m. to dusk we managed to put in 40 hours 47 minutes for 36 launches.

Sunday, 5th June. Wind W. 35.

If anything, the wind was a bit too strong and some pilots had difficulty in holding machines down to a reasonable height whilst being car bungied off the N.W. slope. The " T.21 " was particularly lively and had to be held down with stick and spoilers until over the edge. The lift was good all day long but although thermals developed towards mid-day, they were those irritating ones which peter out before you have a chance to get going. At one time there were thirteen machines in the air, a sight that has not been seen at Camphill for a long time.

Total—83 launches, 84 hours 3 minutes.

Monday, 6th June. Wind W.S.W. 30.

It was as rough as ever, first thing in the morning but as the day advanced conditions became much smoother. In the evening, the wind dropped to such a degree that Harry Ashton took the " G.B." to the bottom on the last bungy launch. Most pilots eventually have this experience and generally consider that the fun of landing away from the site is well worth the trouble of being fetched back ! Fred Coleman had three flights totalling 4 hours 55 minutes and Anson of the L.G.C. had 3 hours 41 minutes. The red " Olympia " from Dunstable did 25 hours over the weekend. Pity we could not raise a standing wave.

Totals—69 launches, 57 hours 17 minutes.

Tuesday, 7th June. Wind S.W. 10.

Coming at the end of a record weekend, rather an anti-climax. Anson took off first and was advised to try Eyam at the east end of the south slope. The rather worrying outward flight successfully accomplished, he spent an hour at a comfortable height over Eyam and arrived back with enough left to make a proper approach. " Hog " Coleman did another 2 hours 30 minutes and he and Armstrong and one or two others, did manage to find a thermal to take them up to 2,000 feet, otherwise the conditions were indifferent.

Totals—39 launches, 18 hours 44 minutes.

Saturday, 11th June. Wind N.W. 20.

June is out-doing itself. Thermals up to 2,000 feet and a standing wave up to 7,000 feet. Charles Verity reached 6,550, Fred Coleman and Stan Armstrong 6,200 feet, George Thompson 5,500 feet, Bill Elrington in his " G.B. " 4,600 feet. Flying close to Harry Midwood at 6,000 feet Stan signalled Harry to go away and discovered later that the only person available to fetch him back from Rugby was himself. Close flying never did anybody any good. Harry also learned by experience, for, contacting three successive waves he landed at Rugby after reaching 8,600 feet on the way. This completes his Silver " C." Roger Dickson went away much later but only managed 24 miles. The happiest pilot of the day however, was Barbara Richards who stayed up 20 minutes in the " Cadet."

Totals—26 launches, 31 hours 44 minutes.

Sunday, 12th June. Wind West 5.

For occasional short periods it was just barely soarable. Bill Elrington kept his " G.B. " up for two half hours and the " T.21 "

sometimes managed to stay up for a quarter of an hour. Brown, who has made good, steady progress up to now, unaccountably failed to extricate himself from a turn and wrote off the " Cadet."

Totals—36 launches, 3 hours 12 minutes.

Saturday, 18th June. Wind N.E. 15.

Louis Slater in his " Olympia " and Derek Roper in the " Gull " went to Castleton off high launches and managed 2 hours 30 minutes between them over Mam Tor, neither was able to regain the site and had to land in the valley. Stan Armstrong changed his mind half way there and came back just in time to catch a thermal which gave him half an hour's fun with far less trouble. The " T.21 " also caught a few odd thermals off winch launches.

Totals—22 launches, 4 hours 41 minutes.

Sunday, 19th June. Wind East 10.

Lacking " primaries," " cadets " and uplift, we just had to settle down and amuse the public. The Chief Instructor caused the most amusement by taking the two-seater off a pupil just in time to land it across a hidden ditch and push the bottom in. As he said afterwards, he only had it in his hands for five seconds and if he had left it alone it would never have happened. However, it was a great tonic for everyone except Gerry.

Saturday, 25th June. Wind N.W. 15.

Anything can happen in gliding. The dominant wind was South but at Camphill there was quite a good north westerly breeze until about 5.30 p.m. The wind then quickly but quite definitely swung round to the East but the " Gull," " Olympia " and two " Grunaus " flying at 2,000 to 2,500 feet flew three or four miles out into the valley and continued to soar for another three quarters of an hour. Derek Roper in the " Gull," recovering from a voluntary spin, managed to get the machine half upside down and in the subsequent recovery, one of the perspex panels was sucked out with a loud pop. In spite of this shattering experience, or even perhaps because of it, we hope to have Derek with us for many years.

Totals—20 launches, 17 hours 34 minutes.

Sunday, 26th June. Wind West 10.

A light westerly wind and a fair amount of thermal which did not extend to any great height. No one exceeded 2,500 feet and the thermals were small and broken. Geoffrey Russell was the first to hold the " Tutor " up about lunch time and from then onwards until 8.30 p.m. it was reasonably good.

Totals—43 launches, 20 hours 10 minutes.

Totals for June

411 launches, 279 hours 55 minutes.

Footnote

The Treasurer would like to know who inscribed on the Flying Money bag the following injunction :—

Soft Curreney—Do not squash !

NEWS LETTER FOR MAY FROM WAHN GLIDING CLUB

At the moment of writing these notes there is a great activity in the Wahn Gliding Club. With the prospect of four pilots in the forthcoming B.A.F.O. Gliding Competitions no efforts are being spared in preparing the aircraft to be used by the team. Much elbow grease and hard labour has been expended by willing ' slaves ' in an endeavour to impart that extra polish to wings and fuselage to help capture that little extra plus in performance which we hope will give Wahn G.C. its place in the Sun (or should I say the thermals). Since writing recently deploring the sad lack of femine membership in the Club we are happy to report that two members of the fair sex have now joined the select fraternity.

Flying Officer Hirst continues to do great business in passenger flights (most of his passengers are sweet young things by the way) and by dint of some obscure wizardry usually contrives to " get away " while other less fortunate pilots return to earth muttering words of blasphemous context. Another " type " endowed with thermal fingers is A.C. Hose. A few days ago he found lift and essayed forth towards the Rhine, a distance of some ten miles from the airfield. When the lift commenced to fail he turned for home but quickly found that the wind was stronger than he had anticipated and that in the words of the Prophet he had " Had it." Preparing to force land and face the wrath of the other " Grunau " men languishing back at the 'drome, he suddenly struck what, in his own words, he described as the " Daddy " of all thermals. Whisking him heavenwards in the manner of a high speed lift he was able a few minutes later to descent back at the Airfield and disprove those wise men who claimed that the age of Miracles was past. Another redoubtable Club member — " Lofty " Walker recently gained his " C " by unexpectedly soaring the " S.G.38 " while carrying out a retrieve from a ground slide. Asked later how he did it " Lofty " is alleged to have modestly replied " I just couldn't make the darned thing come down !" The Club by the way are now in possession of a pair of powerful artillery spotting binoculars complete with tripod and tilting head.

It is fascinating to study the facial expressions of pilots while flying, particularly so the horror stricken countenance of some tyro wrestling with the controls of the " Open " while that worthy contraption heads with uncanny precision straight for the " Clag." Seriously though the Instructors are finding the glasses invaluable for detecting some failing in the pupil which has been retarding his progress and could not otherwise have been easily discovered. Much spartan work on the M.T. Equipment and winches has been done by Sgt. Collcutt, Walker, Simpson and Williamson. As a result of their efforts the Jeep and motor cycles are once more serviceable and we are now operating two winch lines. Cables do not last long here owing to the abrasion they receive when running over the sandy surface of the airfield and breaks are unfortunately fairly frequent ; particularly so when launching the heavy " Kranich " two-seater.

Sunday (May 8th) proved a good day for thermals but on the Saturday we were unlucky. Many backs were strained in hauling our entire fleet on to the Airfield in anticipation of great things. But before flying could get under way the heavens opened and belched forth in wet fury. As a result the rest of the afternoon

was spent cowering like rabbits beneath the nearest convenient wing. As one humorist rather aptly remarked the Club should be re-christened the Wahn Diving Club ! Several " C's " were won last month including Walker, Sgt. Collcutt, Graham and Simpson while Arron and Harvey passed their " B " tests.

CPL. FIRTH.

ULSTER GLIDING CLUB

Never have we had such a poor season. The wind just won't blow from the north on week-ends. Here is this years record :

9th May. Derek O'Callaghan. Attempt at 5-hour duration in " Tutor " ; had to land after 45 minutes as wind dropped.

Liddell test flew " Gull " with new Air Breaks fitted.

Beck had 2 tows and Osborne (of R.N.A.S. Eglinton) 2 tows.

14th May. O'Callaghan 50 minutes, Beck 1½ hours in " Tutor " ; Liddell in " Gull " 3 hours 10 minutes. The wind was due north and except for the first hour 4 p.m. when the sun was on the western slopes there was not much cloud activity. When the sun became lower there was lift only on the north cliffs. There was a " Spring " tide and the time available for towing was very short.

15th May. Beck met no lift conditions in " Tutor " and had to land. Osborne obtained his " B " certificate with a 2½ minutes flight, and Matthews also of R.N.A.S. Eglinton had one flight.

Meantime the A.T.C. arrived with their " Tutor " and Brown had 30 minutes followed by Gordon with 1 hour.

O'Callaghan in the Club " Tutor " had 48 minutes and Liddell 50 minutes in " Gull." The wind was very light and except that it was the first time since the war that three machines had soared together at Magilligan, it was a most uninteresting and cliff scraping experience.

Will someone please buy our " Kite " which is at Slingsby's and send us a north wind, or one of Britain's oldest Gliding Clubs will lay down and pass out.

VICTORIAN MOTORLESS FLIGHT GROUP

No. 15. June 1st, 1949

Flying Diary

" There's something rotten in the State of Denmark " is a saying that always seems vaguely slanderous toward Denmark, but never mind, it expresses our feelings about the way the weather has been acting up lately. If it happened once, or even twice, one might remain calm, but when, Monday after Monday, those cu. chuff around the vicinity of Berwick the thing takes on an air of malice aforethought, especially when it happens that a Monday holiday turns up and, bless our souls, the cu. neatly transfer themselves to Tuesdays. We are waiting, with a sort of chill calm to see what happens now that we've closed down flying activities for a while. If, as we strongly suspect, the cu. chuff on Saturday and Sunday, then we are going to find out where to get the forms in triplicate to complain about it. For what do we pay taxes ? The Government will have to DO something about it.

Saturday, 30th April : 12 flights —" Coogee " 9, " Rhon " 3. Wind north 25 m.p.h. Sky cloudless. We gave " Coogee " a wash down, did a few odd jobs, then flew late in the afternoon. The air was an ocean with a big swell running ; extreme turbulence over the south end of the runway kept the pilots busy on their approaches. The wind dropped just before dusk, so we rushed the " Rhon " out.

Sunday, 1st May : The Royal Vict. Aero Club was having a field day at Berwick and we had lined up aero-towing for " Coogee," but the wind was still north, 25/35 m.p.h., and the air was too turbulent to make towing a good proposition, so we concentrated on painting the hangar.

Saturday, 7th May : 9 flights— " Coogee " 6, " Rhon " 3. Wind north 25/30 m.p.h., but backing to the east late in the afternoon, decreasing in velocity a little. Mike Bruce, John Day, Grace Roberts and Gordon MacDonald took " Coogee " out at 16.00 hours and returned her to the hangar again at 17.05 hours ; of the 65 minutes she was out, 49½ were spent in the air. We were getting an average of 1,300 feet on the winch (John got the best height, 1,450 feet) and, while no green air was found, conditions were remarkably buoyant and we were flying up the Clyde Road to the pub, drifting over to the quarry or the turn-off to Harkaway, then flying crosswind to the field, arriving with 600 feet or 700 feet still in hand. It was one of those days when the air has that crystal clarity that makes each blade of grass seem startlingly visible and long shadows lay gently on the earth. Somehow a most happy afternoon, of the kind that makes you think—" Yes, it IS worthwhile." Again the wind dropped in time for Gordon to get in a couple of circuits in the " Rhon."

Sunday, 8th May : 51 flights— " Rhon " 16, " Coogee " 15, " Kestrel " 14, " Heron " 6. Wind north/west, 5/10 m.p.h. Cloud st/cu. Out on the field at a little after 09.00 hours and this looked like being a record day for us, the way the flights were whipping through. No thermals, of course (never heard of them) but " Coogee " and " Kestrel " averaging 6 minutes, pilots darting all over the sky chasing minute patches of watery sunshine which had been found to give almost neutral air for a couple of circles. Unfortunately, with two hours of daylight still left, the " Whippet " timing-gear went on the blink and no amount of wangling would unblink it so we had to pack up " Coogee," " Rhon " and " Heron."

Saturday, 14th May : 10 flights— " Kestrel " 3, " Coogee " 7. Wind north, 25/35 m.p.h. Conditions of extreme turbulence. Two instructors and two trainee instructors flying " Coogee," so not unnaturally, with all this authority, a brief period of utter confusion arose. A trainee instructor, not wishing to risk undershooting onto our famous pine-tree trap, overshot and landed near the hangar. Tow-car went out to him ; winch people thought one of the instructors had decided to pack up, owing to rough conditions, so they wound in the cable and drove down to pick up the instructor from the take-off point. This instructor thought that the trainee instructor in the " Coogee " must have made the decision to cease operations ; meanwhile, the " Coogee " bloke, seeing the winch drive away, thought the other instructors had decided

to stop flying, so sent the tow-car out to collect the signalling equipment and such like. But finally, the " Coogee " bloke, looking rather embarrassed by this time, managed to get in contact with his fellow-instructors and explain that he didn't REALLY mean to land back at the hangar at all, so we set everything up again and carried on.

Sunday, 15th May : 22 flights—" Coogee " 13, " Kestrel " 9. Wind west, 15/20 m.p.h. We worked on the hangar until 14.20 hours then flew for a while, the unfortunate " primary " people again missing out as conditions were too turbulent for them. Harold Luckly, of the Gliding Club of W.A., had a couple of flights in " Coogee " and seemed to take quite a liking to her. Flew her very nicely, too.

Saturday, 21st May : 3 flights in " Coogee." Wind, east, 20/25 m.p.h. Worked on the tow-car until an hour before dark, then thought we really SHOULD test it out under actual field conditions just to make sure it really was fixed. " Coogee " averaging 8½ minutes, with John Day getting 1,550 feet on the winch, 10 minutes. No lift, just chuffing around gust-soaring or sumpin'.

Sunday, 22nd May : A nice calm day. It rained. Wouldn't it ?

Saturday, 28th May and Sunday, 29th May : This was to have been our last flying week-end for a while and the weather was sunny and calm. However, Berwick had a lot of rain during the week and the field was soppy in places so, rather than chop it around, we decided to start our working winter then and there. A good crowd turned up and a quite extraordinary amount of work was done. The hangar is now almost ready to receive the final coat of paint—white—and very trim and smart she's starting to look, too. (For the benefit of that unending stream of persons who passed by the south-west corner of the hangar, stopped dead, stared in horror at the ground and shouted accusingly —" OH WHO SPILT THE PAINT ? " It was ME ! And which would you rather have had —splattered paint or splattered Hon. Sec. ? All right, don't tell me). Hon. Treas.'s wife, Lorna Patching, went up in Mr. Talent's " Tiger " (her first time off the deck) and returned to do a large earbash, having taken to the air like the proverbial duck to water. Looks as though we'd better get the girl up in a glider, but fast, as she's showing marked signs of having developed a mad passion for " Tiger Moths." Keith Meggs, now a regular R.A.A.F. type, with 45 " Tiger " hours up already, borrowed the Talent job and took John Day up with him. A power type, watching Meggsie, complimented us all when he said, " Ah, there's no doubt about these glider-trained chaps, they do handle the kite nicely." You did, too, Keith.

Total Flights for May, 107.

Progress Report : John Day, who does an excellent job as Field Flight Recorder, has given us a report on flying from January 1st, 1949 to date.

" Coogee " 386 flights, total time 46 hours 35 minutes.

" Kestrel " 154 flights, total time 15 hours 49 minutes.

" Olympia " 29 flights, total time 6 hours 31 minutes.

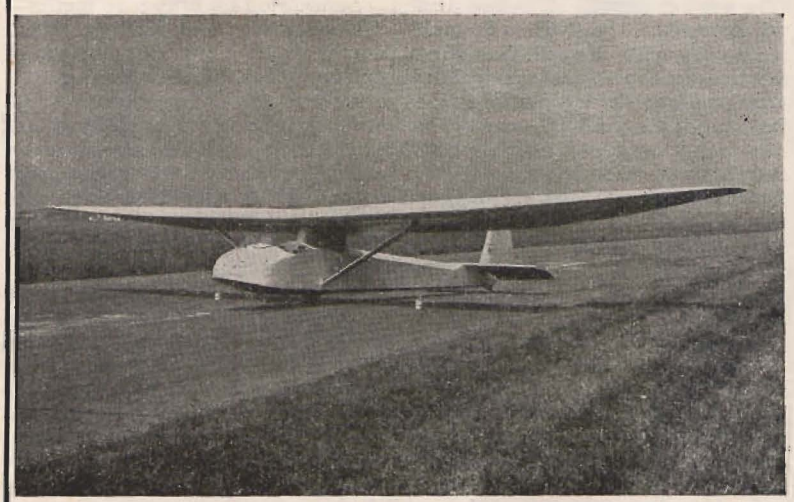
" Rhon Ranger " 153 flights, straights, S. turns, and circuits (not all timed).

" Heron Primary " 115 flights, slides and low straights.

(" Rhon Ranger " was not back in action until 5th March).

Giving us a total of 837 flights, Total sailplane soaring time of 68 hours 55 minutes.

On Service—for The Service



The T21B, 2 seater is now in quantity production for the Reserve Command Royal Air Force as well as for export to foreign governments.

Slingsby Sailplanes Ltd., Kirbymoorside, Yorks.

Bettye Richardson, who does an equally excellent job as Flight Recording Officer, has supplied the further information that in the same five-month-period, 32 pilots have flown with the Group, 28 in club aircraft, 4 in privately-owned aircraft. She adds, too, that since first flown by the Group, the "Coogee" has made 709 flights—75 hours 4¾ minutes. "Rhon" has made 1,671 flights on 89 days. "Heron" has made 622 flights on 47 days.

And that, in all, 59 pilots have been given some form of training or soaring since the Group started.

"*Olympia*" *in New Zealand*: The "Otago Daily Times", 13th May, devotes eleven inches to describing the "Yellow Witch's" aero-tow from Hilderthorpe Airfield, near Oamaru, to Taiori Airfield and goes on to give extensive details of the "Olympia" and Arthur Hardinge's comments. On this flight, Arthur and the "Witch" broke entirely new ground—as far as I know—when the flight across Dunedin was covered by a broadcast description the "Otago Times" says—". . . . passing over the City at 1,500 feet, the sailplane attracted a considerable amount of attention as it crossed Dunedin and its progress was covered by a 'blow by blow' broadcast description." The paper also mentions that "conditions were reasonable until the two aircraft reached the Otago Heads. They flew low over the water on a direct course until the Heads were sighted." This was the point where they climbed to 1,500 feet to pass over the City, so I guess they really were "low over the water." The "Times" of the 10th May refers to the "Witch" as "the famous sailplane" while the "Ashburton Guardian" of 26th May merely calls it "the sailplane," assuming that its readers will naturally know to whom and to what they are referring, and, considering that the N.Z. tour of the "Witch" now occupies eleven pages of your correspondent's large press-cuttings book, they certainly should. N.Z. "Flying" for April, contains six excellent photos of Arthur and the "Witch" and one fascinating photo which makes him look fully fifty with jowls and glass eyes. This must have been a horrible shock to N.Z. teenagers who may possibly have been sighing over the dashing young g.p. Incidentally, it is greatly to the credit of the N.Z. press that not one reporter has referred to Arthur as a "birdman." In fact, the standard of reportage has been so high that only one "blue" has so far been detected, that of the reporter who stated—"this motorless aircraft, similar in design to the gliders which played a large part in the successful invasion of Germany on D Day."

The latest letter from Arthur contains the good news that the tour has been financially successful and describes aero-tows from Wanganui to Chakea, over the Tararuas, "quite a formidable range of mountains" and over "Mt. Bruce, a wicked barrier right in the middle of the valley." (No, no, kiddies, *Mount* Bruce, not *Mike* Bruce. You know very well Mike is still here). Arthur says that following the "Tiger" was like trying to sit in behind a blow-fly, that the 62 miles trip lasted 52 minutes, and that, after casting off, he soared the "Witch" over the rocky river bed for 36 minutes. He describes taking part in an Air Show at Ohakea, when back to Palmerston North for a big Field Day. More trouble with Mt. Bruce—"had quite a thrashing going back, owing to the way the wind picked up through the narrow valley at Mt. Bruce. At this particular point the "Tiger" was doing 70 m.p.h. and we were moving at only 5 m.p.h. over the saddle of the range . . . was glad to pull the release over Milson after the 50 mile tow, which took 55 minutes."

At the Palmerston Field Day, Art says there was good cu. around, good for a couple of hours, but, being tied to a schedule he had to throw it away, after climbing in 15 f.p.s. to cloud base, 4,550 feet from 2,600 feet. On his last demonstration flight he performed ten successive loops.

Then the "Witch" was towed back to Chakea and the Air Force Dakota arrived to take him to Wigram, the Air Force drome at Christchurch, where he was quartered for a week, giving demonstration flights and lectures. The O.C., Squadron-Leader Powell, had flown "Rhonbussards" and is going to press for gliding in the N.Z.R.A.F.

Then on to Harewood drome, Christchurch, for another field day. Arthur was asked to speak over the public address system and so was able to explain, to some 15,000 people, quite a lot about motorless flight. Next day, he was towed a hundred miles to Timaru, gave two demonstration flights in the afternoon, and was towed back to Christchurch in the morning. The "Witch" was then exhibited at a show in King Edward Barracks for two nights.

Next week-end, the "Witch" went to Ashburton, a fifty mile tow, for a Field Day by the Canterbury Aero Club. Arthur says—"North-west wind picked up after our departure and the other "Tigers" were not permitted to take off. On arrival at Ashburton, due to the Rakaia Gorge acting as a venturi, the wind was blowing at 45 m.p.h. The "Tiger" landed all right and I landed the "Witch" without brakes, several minutes later. The main part of the programme was cancelled but the "Witch" was given two tows . . "Witch" was able to soar for 42 minutes on the first flight and the second lasted between 20 and 25 minutes." A "Dragonfly" passenger plane used for hire, the "Tiger" aerobatted by Art's tug-pilot, Cliff Fanthan, and the "Witch" were the only machines flown, due to the conditions and Art adds that it "just about rocks the Aero Club lads to see the sailplane flying with great ease in the rough conditions."

But listen to this, children. Next day, our lad was towed to Timaru, to spend a week on contract, £20 per week, all towing paid—and accommodation—to make flights over the town to draw people out to the drome. (Just a moment while I wipe the weak tears from my eyes). Arthur has now logged 41 hours in the "Olympia" (it will be more by this time—the letter is dated 25th April)—7 at Berwick, the rest in N.Z.

On Anzac Day Arthur was asked to fly the "Witch" over the Timaru Cenotaph and dip in salute at a fixed time, together with two "Tigers" and a "Proctor." So the "Witch" was towed to 4,200 feet and the rather moving little ceremony took place

Calling Debenture Holders : Please let the Hon. Treasurer have your coupons as soon as possible—his address, 2 Sir William Street, Kew, E.4.

" *Heron* " *Mods.* General Meeting of June 1st decided to build a new set of wings for the " Heron " ; a nacelle will be added, too, and this will undoubtedly give the Group an excellent stepping-stone between the " Rhon " and the " Coogee." It would be a fine thing if we could have the renewed " Heron " ready this year and it could be done, too, despite our other projects. It's a job that should appeal particularly to those of you now flying the " Rhon," because the " Heron," with new wings and a nacelle, will undoubtedly be soarable, and very pleasant to fly. Bill Iggulden is in charge of the project, and, as a suggestion, how about contacting him now at XB2137 ? Let him know just what time you can put in and what you can do. If we all hop into this with enthusiasm (and it deserves enthusiasm) we could have the " Heron " soaring this summer—we might even wangle a variometer and altimeter for the old lady. It means week-night, as well as Saturday and Sunday work, of course, but it will also give thermal-soaring to a lot more pilots a lot more quickly. Let's get cracking on it now. Over to you.

New Sailplane Building Project : Committee appointed to investigate the question of the Group building a two-seater or single-seater reported back to the General Meeting that they recommended a high-performance two-seater, suggesting the design now bearing completion by Geoff Richardson. However, in view of the coming conference late in June between Civil Aviation Dept. and gliding bodies, it has been decided to hold off until after the conference. Then a final decision can perhaps be made and the job begun.

Letters from Inter-State : Kevin Sedgeman of the Gliding & Soaring Club of S.A. writes to tell of the Club's successful Easter trip to Kadiva, during which the two-seater carried about 60 of the local people on flights over their township, giving them winch-launches up to 1,700 feet, flying a good mile crosswind to the town, circling the town hall at 1,000 feet to 800 feet, then back to the field for other passenger. The 10 minute trip costing 7/6 and, one imagines, paying invaluable dividends in goodwill. In spite of this excellent showing, the club collected a few choice comments—

" The last time a show like yours was here there were two lion cubs born in that shed over there ! "

" Don't you wish that you had a machine you could control, instead of just getting in it and going up ? "

" Ah, yes, but it can't go against the wind."

Apparently, the S.A. boys are having the same variometer trouble as we've been enduring—Kevin says, " Our new variometer seems to have only one ball to bob up and down ; there is another ball in it, of a different colour, but we have not been able to learn yet what it does, so will tell you all about it when we find out. There's a theory circulating among certain youthful pilots that it only comes off its seat when the aircraft is inverted ; this has yet to be proved ! "

Kevin says that the normal sink of the two-seater at 38 m.p.h., dual, has proved to be 5 f.p.s. and at 40/45 m.p.h. 6 to 8 f.p.s.

Harry Ryan, of the Sydney Soaring Club, sends two enlargements of Doc. Heydon's new " Gull IV " (verydrool-making) and tells us that Martin Warner made the first test flight on the 15th May, showing his confidence in the new job by looping ; the " Gull " was then flown by Merv Waghorn, Len Schultz, Fred Hoinville, Pat Neary, Harry Ryan and Doctor Heydon. (As Harry remarks, this going last on the round was typical of Doc—a very nice character, the Doc.). There was sink everywhere but an unusual standing wave high above, which lasted throughout the day. Weather was warm, with a moderate wind coming over from the mountains. Quoting Harry : " The ' Gull IV ' is beautifully comfy to fly ; rudder pedals adjustable in flight and plenty of room in perspex hood. Only thing is that I am right down on the minimum specified weight and have to fly with trim tab fully forward, likewise does Fred, and, I guess, Len Schultz. Dive brakes certainly give sink without pushing up the speed, like the spoilers do on the ' Gull '. " All Australian pilots will now have their eyes on the Sydney chaps and their new " Gull," happily anticipating great things. The old combination was something we were all very proud of—the new one should make us even prouder. So best of luck, chaps—good hunting.

We've received very interesting and friendly letters from New Zealand—Owen Handley, Hon. Sec. Wanganui Gliding Club, Jim Harkness, Hon. Sec. N.Z. Gliding Assn., Wyn Stuckey of Christchurch, and from Cliff Holland, who leaves N.Z. in July en route to the V.M.F.G. Acting on a suggestion from Arthur Hardinge, Cliff decided to come over here and get in some gliding while the movement in N.Z. is, perforce, marking time due to C.A. regs. Cliff at once wrote, applying for membership in the Group. No need to say that our Committee decided to accept him, sight unseen. If Arthur's recommendation hadn't been enough, the man's keenness and iniative mark him as a member any club would be delighted to enrol. In view of the New Zealanders' frustrating struggles over the past few years, it would be a sound and constructive gesture if, wherever possible, Australian clubs offered the grestest help and attention to any New Zealanders who could come over here, if only for a short period, to get their hands in again ready for the great day when they are at liberty to start using the good thermal conditions the " Witch " has found. Their dogged determination to keep motorless flight an active and vital part of N.Z. aviation arouses admiration. We wish them a speedy return to the realm of green and red air.

Your Hon. Sec.,
GRACE ROBERTS.

Teddington Road, Hampton, S.7. Vict.

LONDON GLIDING CLUB

Flying News for June 1949

2nd. Wind S. 5 m.p.h. Dodd, Hands and Parkin passed out on the two-seater and Wallington

made good progress on the "Dagling."

4th. S.W.15. Court became airborne at 08.30 hours and remained up for 5 hours 13 minutes for his Silver "C" duration. Carr was very thrilled with his first contact with cloud—he went up inside the bell but hurried out again with his brakes on having obtained Silver "C" height. G. H. Stephenson went to Bourne by special request and Gregory took his "C." A very good day—80 launches and 61 hours.

5ht. S.W.10. Flying started at the crack of dawn—it was late cracking as the first man off was Pollard at 07.02 hours in the "Tutor" followed by J. Currie in the "Prefect," Rivers in the "G.B." and J. Allan in "Gull I." All got their Silver "C" duration except John Allan who had great fun playing with the thermals until be became over confident and got too far behind the hill. He thought he could get back, right up to the last, he selected . . . the worst field on top selected him in a close embrace, so the "Gull" now wears a dislocated nose. "Steve" always makes it look easy, he did an out and return to Wheatley by Oxford and spent plenty of time on the way back investigating clouds generally. The "Prefect" took George to Rivenhall End by Witham, going to 5,000 feet on the way. That makes our George a Silver "C." Charles Ellis took "Gull IV" to Southend Aerodrome and had to aero-tow back as the transport had already left to pick up Scarborough at Rivenhall End. Bridson, by dint of perseverence has overcome his difficulties and flies very nicely—he took his "B" to-day, and Pragnall at last caught a west wind to take his "C" with the greatest of ease. 100 launches but only 66 hours.

6th. SS.W.10. Nothing spectacular to-day—the wind swinging too much. Harries took his "A" on a circuit. Lois Dickinson was the unfortunate pilot in the "Tutor" when there was some trouble with the winch. She was elevated to about 20 feet and dropped, stalling caused some damage to the machine and some unpleasant bruises for Lois. 90 launches for 30 hours.

7th. S.E.5-10 veering. About twelve people flew with varying degrees of success.

8th. Light S.W. Shell Mex have supplied us with a new windsock that is very brightly coloured —no more downwind landings because you couldn't see the sock! A few hops and circuits were carried out to-day, Elliott taking his "A."

10th. Light W. Having found some satisfactory ballast Audrey Battlebury graduated to circuits.

11th. W.5-10. Frank Foster is certainly a very efficient Day Instructor, arriving before 09.00 hours he soon had things moving. Pat Foster was flying soon after 10.00. Pat later graduated to the "G.B." Bridson took his "C" with a very nice flight of 19 minutes. On his first attempt Jack Hanks went on the hilltop to guide him with the flag signals—either Doug. misunderstood the signal or did not allow for wind drift; anyhow, Jack had to run for it, a thrilling moment for both of them. Although not a very good cross-country day Ralph Count took the chance and reached Hatfield Aerodrome. De Havilands would prefer us to chose some other place to land, but of course they are always polite. We had a party from the London University that are interested in forming their own gliding club. They enjoyed flights in the two-seater.

12th. Calm. Circuits were the order of the day. The "Krajanek" team were trying the C.G. hook with great success, and the "Dagling" school were busy all day.

13th. Calm. Brooker and Bilham had a few hops.

14th. Audrey Battlebury and Jessie Wright had the "Cadet" out, Audrey taking her "B."

15th. Wind E. 0-5. The "Venture" was circuited again.

This has been a month of East and North East winds with practically no soaring but many thermal flights have been made and Dudley Hiscox flew up from Elstree.

Summary for the month. 5, "A"; 7, "B"; 7, "C"; 4, Silver "C" duration; 1, distance; and 2, height; 8, cross country flights for 263 miles.

THE YORKSHIRE GLIDING CLUB,

SUTTON BANK, YORKSHIRE.

Flying facilities are offered to all *Private Owners, Soaring and Power Pilots.*

For full particulars apply to: L. A. ALDERSON, "Lyndhurst," Sinnington, York. Hon. Secretary, Yorkshire Gliding Club.

THE MIDLAND GLIDING CLUB LIMITED

The Long Mynd, Church Stretton, Shropshire. Telephone: Linley 206.

The Midland Gliding Club is holding Summer Gliding Camps at its fine site on the Long Mynd, Church Stretton, Shropshire, on the following dates:—

30th July—7th August inclusive.

10th—18th September inclusive.

The Camps are open to "B" and "C" certificate holders and aeroplane pilots. Dual instruction available. Terms £14. 0s. 0d., including membership, billeting and all flying. Particulars from: R. N. Thwaite, 39, Silhill Hall Road, Solihull, Birmingham.

FOR SALE

FOR SALE. The following gliders due to the closing down of a club. "Kirby Kite II," "Avia" (French sailplane), Two "Tutors," with some instruments, Two "Cadets." One "Cadet" fuselage and port main plane. Condition varies from the "Kite" and one "Cadet" which are first class to others requiring very minor repairs. May be sold in bulk or separately. £800 is considered a fair price for the lot but no reasonable offer will be refused. May be seen near Andover. Enquiries to Major Storey, R.A.F. Middle Wallop, Hants.

—

TWO "KIRBY CADET" GLIDERS both with C. of A. until 18th January, 1950, and in perfect condition. Offered at the low price of £200 each for quick sale. Ideal opportunity for new club.—Bristol Gliding Club, The Quarries, Knole Lane, Brentry, Bristol.

THE LONDON GLIDING CLUB LTD.

Dunstable Downs, Beds.

Tel.: Dunstable 419.

Full Flying Membership:
Entrance Fee £5. 5s. 0d.
Annual Sub. £6. 6s. 0d.
(*Payable* 11/6 *monthly*)

Associate Membership
(non-flying):
Entrance Fee Nil
Annual Sub. £2s. 2s. 0d.

Ten Club aircraft, including high performance, 2-seater, and primaries.

Resident engineer and resident professional instructor; flying every day, Dormy house always open, licensed bar, full catering (at week-ends).

Soaring flight at 8s. an hour.

Training flights from 1s. 6d. to 6s. a day.

Twelve day instructional courses open to non-members arranged for the following dates in 1949:
Aug. 8—Aug. 19. Aug. 29—Sept. 9.
Sept. 19—Sept. 30.

LETTER TO THE EDITOR

"Chy-an-Wood," Buckland Road,
Newton Abbot, Devon.

THE EDITOR,
Sailplane & Glider,
139, Strand, E.C.2.

Sir,

Being an interesting reader of the *Sailplane & Glider* and a keen amateur enthusiast at Soaring I am torn between two schools of thought in the art of soaring and would appreciate any advice from your readers who may or may not have been up against the same problem.

I have had instruction from a now famous British ace in soaring and also two very well known post-war German Gliding Instructors. All three from actual two-seater instruction "Chase the stick" or shall I say "Stir the pudding" in their invariably successful soaring efforts.

Now I am told this training is all wrong and to be a successful soaring pilot one must control your sailplane in a thermal with the least possible movement of the "Stick" rudder and elevator.

Comments from your readers would be much appreciated. I have refrained from mentioning any names to get an entirely unbiassed opinion.

Yours faithfully, "Perplexed."

ROYAL AERO CLUB GLIDING CERTIFICATES

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

MAY, 1949

GLIDING CERTIFICATES: "A" .. 160 (9965—10124 inc.)
"B" .. 30
"C" .. 35
Silver "C" 7
Gold "C"

"B" CERTIFICATES

No.	Name	Gliding Club or A.T.C. School	Date taken
1712	John Leeson Folwell	London G.C.	4. 5.49
1716	Brian Sydney Freeman	Midland G.C.	7. 5.49
1921	Julian John William Salmond	A.H.Q., B.A.F.O.	19. 4.49
3709	Lawrence Block	Southdown G.C.	18. 4.49
4561	Frederick Bryan Rickards	Halton Apprent.	11. 5.49
5260	Leslie Arthur Cuming	162 G.S.	17. 4.49
8469	John Ash	45 G.S.	14. 5.49
8575	Albert Jeffrey Allen	63 G.S.	7. 5.49
9228	David Henry Campbell	Halton Apprent.	7. 5.49
9364	Bryan William St. Leger Montague	143 G.S.	24. 4.49
9562	David Slade Higgs	125 G.S.	17. 4.49
9627	Leslie Banks	Southdown G.C.	14. 5.49
9688	Maurice Arthur John Tugwell	Army F.C.	10. 4.49
9889	Joseph Andrews	31 G.S.	17. 4.49
9967	James Ralph Court	London G.C.	18. 4.49
9977	Harold Heaton Plews	Army F.C.	19. 4.49
9983	Raymond Nurney	Imperial Coll. G.C.	13. 2.49
9985	Basil Edward Bell	Cambridge U.G.C.	28. 1.49
9989	Desmond Roy French	82 G.S.	18. 4.49
10010	Stuart James Bell	Hameln G.C.	13.11.48
10011	Charles Henry William Fancey	12 Group G.C.	4. 5.49
10012	Brian Cosgrove	68 G.S.	1. 5.49
10047	Richard Hill	12 Group G.C.	20. 2.49
10059	John Gordon Carr	12 Group G.C.	15. 5.49
10070	William George Anglin	89 G.S.	8. 5.49
10075	Mary Verena Leach	Oerlinghausen G.C.	20. 2.49
10085	Robert Michael Barwell	R.E. Flying Club	8. 5.49
10086	Peter Beaumont Morris Reynolds	R.E. F.C.	8. 5.49
10087	William Allan Shotton	41 G.S.	21. 1.49
10092	Philip Collcutt	Wahn G.C.	20. 6.49

"C" CERTIFICATES

1712	John Leeson Folwell	London G.C.	5. 5.49
1716	Brian Sydney Freeman	Midland G.C.	8. 5.49
1921	Julian John William Salmond	A.H.Q., B.A.F.O.	19. 4.49
2773	Dennis Brian Ballinger	92 G.S.	8. 5.49
3080	Ernest Arthur Cunningham	102 G.S.	22. 5.49
4414	John Reginald Hart	Hereford G.S.	8. 5.49
4427	John Alfred Fiegehen	26 G.S.	18. 4.49
5135	Francis John Trueman	Uetersen G.C.	1. 5.49
5327	James Cecil John Farrell	166 G.S.	10. 4.49
5499	William Owens	Bristol G.C.	18. 4.49
5949	Arthur Cropp	26 G.S.	18. 4.49
6384	Frederick James Tucker	R.A.E. Rech. G.C.	8. 5.49
6674	Alexander Ronald Adams	126 G.S.	1. 5.49
6762	George William Payne	A.H.Q., G.C.	19. 4.49
7291	Alan Hickox	A.H.Q., G.C.	19. 4.49
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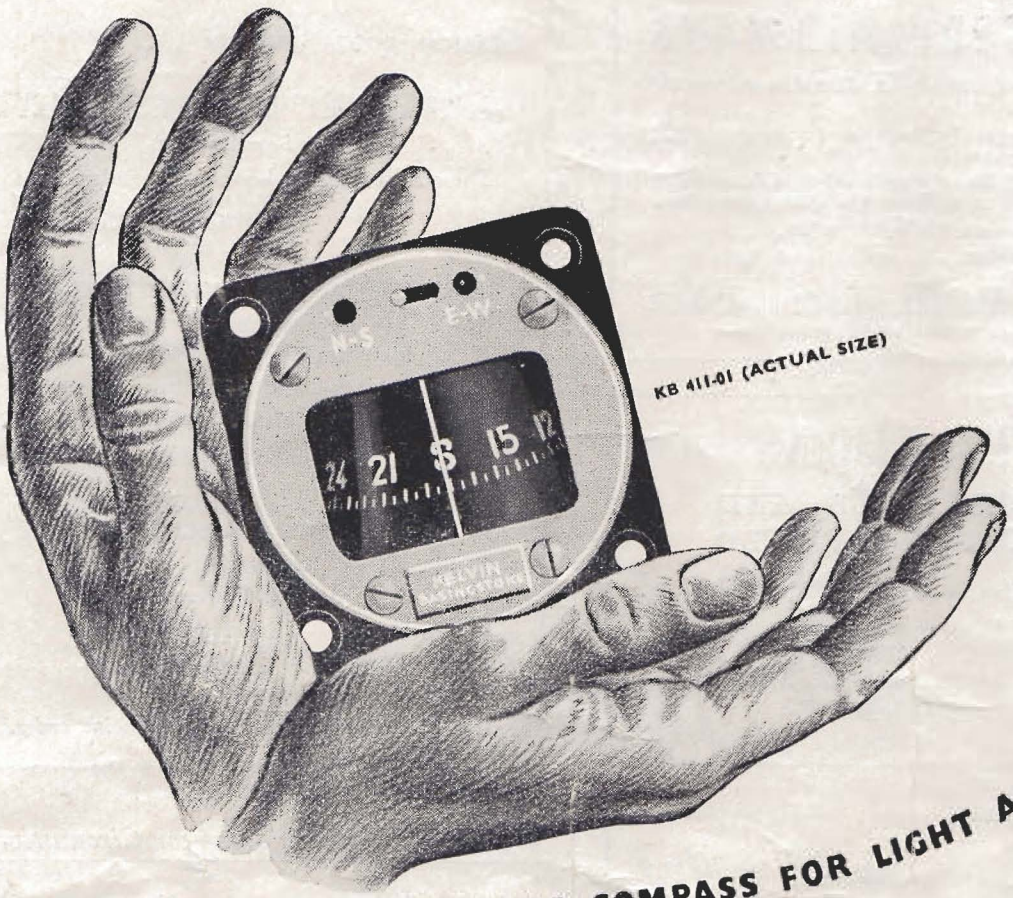
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