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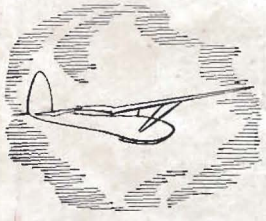
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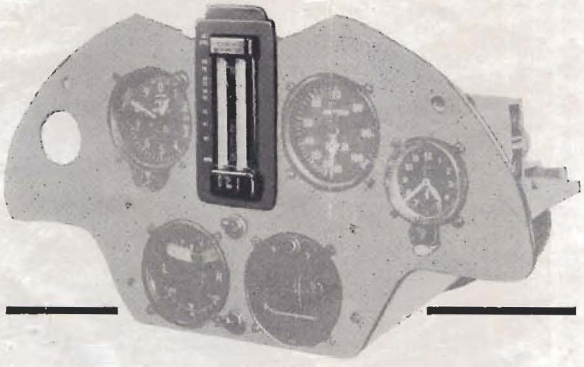
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THE FIRST JOURNAL DEVOTED TO SOARING AND GLIDING

SEPTEMBER 1949 ★ Vol XVII No 9

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COVER PHOTO:

Lenticular Cloud caused by the Mistral above the St. Auban National Gliding Centre in S. France. Photo: (Guy Borgé—Leica.

EDITORIAL

THE best organised and, in spite of the poor flying weather, the most enjoyable contests that have ever been organised in England took place last month at the site of the Derby and Lancs. Club. An account will be found elsewhere.

Having read it no doubt our readers will wish to join the competitors in offering warm congratulations and thanks to the Derby and Lancs. Club for having done so well and worked so hard, with such foresight not only for the contests but for the comfort of competitors and all who attended.

One could not wander across that piece of reclaimed moorland without being deeply conscious of the spirit of Terence Horsley, who would have been secretly pleased to see so many sailplanes and such large crowds, when his voice and pen had helped—so few months ago—to draw and to charm. Having spent these few memorable days there, it can now be understood why he loved the Club, the countryside, and the people who make the Club.

Basil Meads who, in addition to being Chairman of the Club, Hon. Treasurer of the B.G.A. and Secretary of the Kemsley Trust, in all of which capacities he was vitally interested in the success of the meeting, was also Clerk of the Course and Chairman of the Contests Committee. He carried many burdens on his shoulders, but his quiet impressive calm remained unruffled throughout the meeting. He was able and manfully assisted by G. O. Smith, Louis Slater and A. L. Benton as Marshals and "getters-off." The chief met. officer was J. N. Saunders, assisted by Doc Slater. But to Bernard Armstrong belongs the credit for the arduous months of donkey work.

The others who worked hard as winch-drivers, cable retrievers, barograph officer, judges, will forgive us if we congratulate them on their great-hearted team work and award a special mention to Barbaras Richards and Ferguson and Kathy Bedell, the assistant time-keepers, who signed every machine off and recorded its return for several hundred launches, and were never out of temper.

The Royal Navy has inaugurated a new idea in the training of executive officers. Dartmouth Cadets to the number of 80 had put themselves down for a 5-day "ab initio" gliding course at Culham—an R.A.F. Station near Oxford. Fifteen are instructed at a time, and the first course all took their "A." It will surprise no one to learn that Lt. Cdr. J. C. Sproule is C.F.I. and the technique is a trip in the "Kranich" followed by "SG38" practice. "Sproggins", we understand, has now received a permanent commission in the R.N. He will be congratulated in managing to achieve the aim at which so many have failed—to glide and soar, and earn a living by doing so.

We hear that "Jock" Forbes is leaving Germany and is to be the new Chief Instructor (Vice F/Lt. Davis) at Reserve Commands, A.T.C. Gliding Instructors School at Detling. F/Lt. Davis' departure is a matter for regret, but "Tempus fugit" and Jock Forbes will be in his element. We are sure that wherever he goes F/Lt. Davis will start a Gliding Club. We hope now he will have more time to enjoy his own gliding for a change.

It is clear that whoever else goes to Sweden next year to represent Great Britain in the International Competitions, Philip Wills is our first choice. Forbes, Mallett, Lione Welch, David Inch four latest and sixth Gold "C") will make a formidable supporting team. Having seen the Swedish experts in action we give it as our own opinion that the opposition will be extremely keen. No doubt cloud flying will be the clue to success. "Jock Forbes," says Persson, "has got cloud flying 'buttoned up'" and he is a good judge. No doubt instrument flying opportunities will be sought by British pilots from now on.

SOARING IN FRANCE

THE SAINT AUBAN NATIONAL CENTRE

In the February 1948 issue of *Sailplane*, I gave the story of the Saint Auban National Centre and showed how it forms a link in the chain of the wave currents system by mistral in Provence. This present article is specially written about the Saint Auban Centre after the visit I paid to it in December 1948.

Arriving by train I was glad to see how the airfield lies near the station, about 500 yards. Saint Auban is a small town ; 3,000 inhabitants, but a private one, belonging to the huge " Alais Froges and Carmague Society," making chemical products. Forty years ago they sought a deserted country to build a big chlorine factory ; for the workers and their families they edificated an actual town with houses, a hospital, a sporting club, a pool, and an airfield. Therefore the situation of the governmental Soaring Centre near that private town seems curious to an observer coming from abroad.

The Saint Auban country is very nice, in a great natural circus surrounded by high mountains offering the same aspect than at Fayence with mediterranean climate and vegetation. For my stay in December I was surprised by the great dryness of the air and the extreme ecarts of temperature, with a considerable contrast between the warmth of daytime and 14 degrees F. in our rooms at night. But none of us fell ill because of the lack of humidity. Provence nights are splendid, with quantity of stars in wintry sky ; therefore astronomical science uses an important observatory at Saint Michel, near Saint Auban. But astronomy and soaring are not friendly ; mistral prevents any observation because it moves the stars images in the instruments oculars, by some unknown laws which should give an actual upper wind forecasting.

At the Saint Auban Centre M. Jolivot is the Chief, and M. Gaudry (Golden " C ") the C.F.I. Flying instructors are Messrs. Vaulot (Silver " C "), Lafargue (Golden " C "), Rousselet (Golden " C ") and Guizol (Silver " C "). Saint Auban has a good equipment and a fleet of thirty machines of which I give an account here.

Two-seaters—3 " Kranichs," 2 " Caudron C.800 " and 1 " Guerchais-Roche 105 " (the prototype, but presently without C. of A. because too old).

Primary Gliders—One (!) " Avia 152 " nacelled primary.

Training Sailplanes—1 " Castel 301," 2 " Emouchets," 9 " Grunaus," of which one with an enclosure cockpit.

Performance Sailplanes—2 " Castel 310," 1 " Spalinger S18," 2 " Meises," 4 " Nord 2000 Olympia," 1 " Weihe."

The " Nord " 2000 nr. 6 received a special equipment for altitude performances in waves : oxygen bottles, oxygen electrical heater, lights. Three records have already been broken in this machine ; however the capacity of its oxygen bottles is insufficient and it prevented to break the world altitude record, always when the upper lift was not very strong. M. Vaulot holds the present French record by a 25,377 feet gain, a figure not very far from the world record, only 1,027 feet.

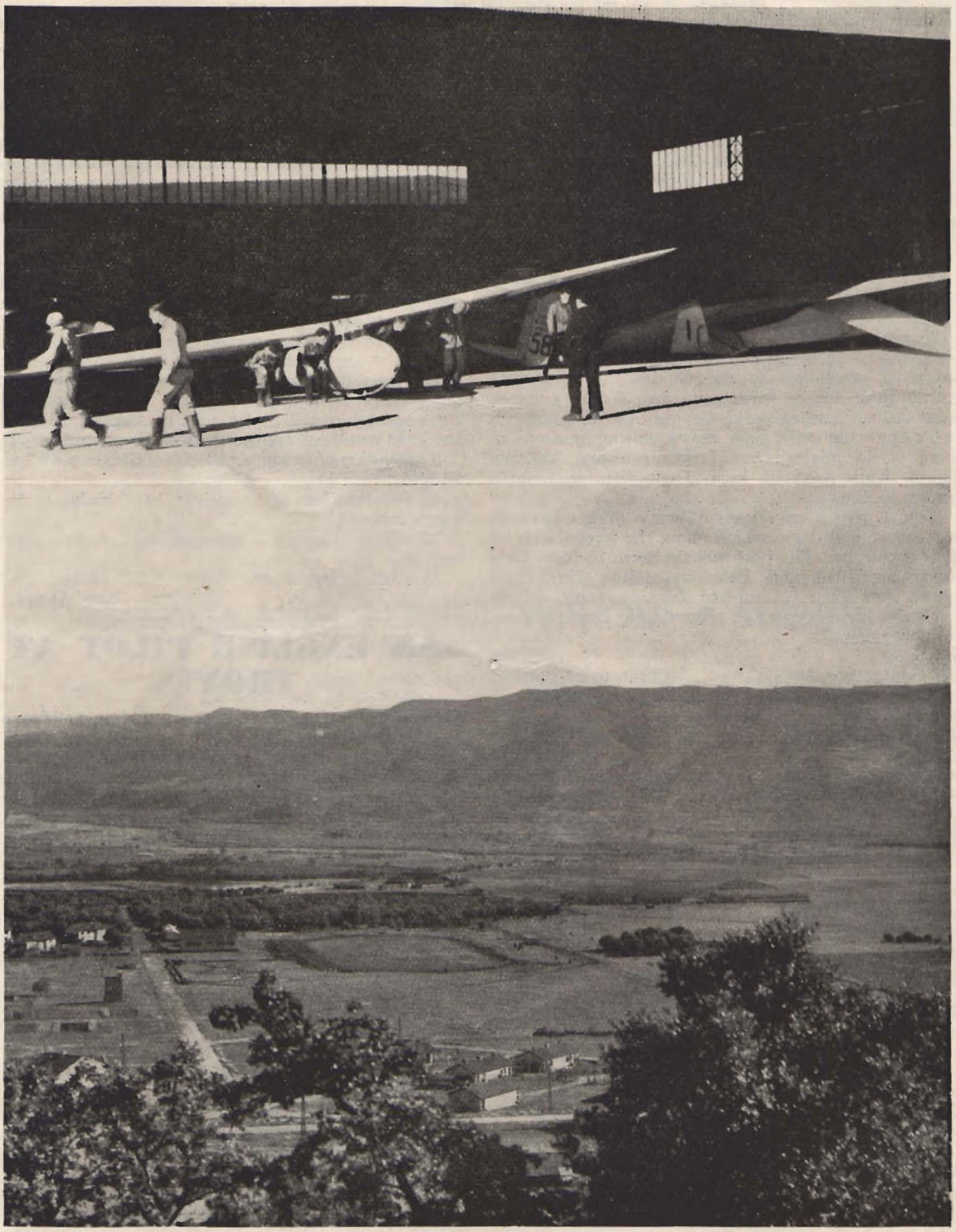
Saint Auban certainly represents the only site where it is possible to climb so high after a winch launch. The soaring situation of the airfield is special. The slope, 950 feet high, offers at its lower part a succession of great eroded rocks called " Les Pénitents " because of their form. From the airfield this slope is 2 miles distant, and, thanks to the tailwind, a launching altitude of 820 feet suffices to reach it. But return, against a 50 miles per hour mistral, presents many difficulties for not letting the sailplane to drift ; instructors speak of this Silver " C " pilot who climbed to 13,000 feet and was unable to come back to the airfield. Therefore, for getting the maximum launching height, nearly all the Saint Auban sailplanes have been equipped with a C.G. hook, and an Opel winch is kept for these launches with a special wire strong enough for preventing breakages.

By that remoteness of the slope a high degree of crashery occurs. Instructors do not know one tree, one hangar, one obstacle (even the railway station !) against which a sailplane has not " landed." Mistral is extremely turbulent and fast and I viewed how difficult it was to keep the normal position in a sailplane ; on first times I apprehended the breakage of a wing by so terrible shocks endured in any direction. A depressing impression indeed ! But the worse anxiety occurs during aerotowings, generally hellworthy and very active on the pilot's nervous system. Ropes are nylon made and the automatic releases have been suppressed in all the sailplanes. Otherly the release would run inadvertently.

The slope offers lift only by certain determined conditions of wind in speed and direction. Generally, M. Gaudry starts for the first time and tries the slope before sending his pupils to it. The lift sustains sailplanes to a maximum level where they can wait birth of wave currents for gaining high altitudes. Transition is very apparent because of the smoothness belonging to the latter, after the terrible turbulence endured in the slope currents.

During my soaring course in December, 1948, we were 12 Silver " C " pilots with 2 holders of the Golden " C " distance, but mistral remained rare and the ceiling was never high enough. I once climbed to 11,000 feet in a slow lift of 1 foot/second that improved better and better. But daylight was fading and I had no time to waste for gaining the last feet ; a descent from the 10,000 feet level, even with opened brakes, is long. When there are 15 sailplanes in the air, each one must take his place in the landing succession.

Laws of duration of mistral remain badly unknown. Popular opinion believes that the number of mistral days is a multiple of 3 : 3, 6, 9, 12 and so on. But this rule presents many mistakes ; during periods of days (sometimes one complete month) mistral can seem unknown, and it causes depression in the pilots souls. But changes of the meteorological



ST. AUBAN NATIONAL CENTRE
Top. Emerging to Encounter the Mistral.
Bottom. The Centre showing the Hills. Airfield in centre. (*Borgé*)

situation occur very quickly. Some pilots, already in their return train, and seeing the wind to arise have come down, back to the airfield, and succeeded to nice and unexpected climbs.

In spite of the popular rule of 3, 6, 9, 12, birth, existence and end of mistral depends only on the general meteorological situation, when a Low Pression Centre (settling a " appel d'air " by the Rhône valley) is formed in Genoa Golfe, with an atlantic anticyclone. French meteorologists, who are very interested by soaring, can announce several days in advance eventuality of mistral ; at each 9.30 a.m. broadcasted met. bulletin (French Radio, National Programm, after the news) they give a few special soaring notices, for instance, possibility of wave flights in Alps by mistral, or possibility of 300 km. travels.

Therefore, as Miss Boselli who knew in Paris when she could break the altitude record three days before, a candidate to the Golden " C " altitude should take advice from met. men before going to Saint Auban and choosing the day of his course. I think that the best time exists during spring ; if there is no mistral, one however enjoys thermal flights, while without mistral the winter months remain tedious.

Here I give a few times of wave flights between September and June which show the irregularity of their occasions. The best months seem to have been November 1945 and February 1946. But these figures are very incomplete because some 10,000 feet gains have become so monotonous that they are no more noticed.

September.
21st September, 1948 .. .. Climb to 22,468 feet
26th September, 1945 .. .. ,, ,, 13,600 ,,
October
29th October, 1946 .. .. Climb to 11,800 feet
November
9th November, 1945 .. .. Climb to 17,000 feet
11th November, 1945 .. .. ,, ,, 16,000 ,,
14th November, 1947 .. .. ,, ,, 21,000 ,,
18th November, 1946 .. .. ,, ,, 12,000 ,,
(First occasion of coming inside a stationary wave cloud.)
December
6th December, 1946 .. .. Climb to 13,300 feet
23rd December, 1947 .. .. ,, ,, 15,700 ,,
January
8th January, 1948 .. .. Climb to 17,600 feet
21st January, 1948 .. .. Climb to 15,460 feet
31st January, 1946 .. .. Climb to 15,400 feet
February
5th February, 1946 .. .. Climb to 14,100 feet
6th February, 1946 .. .. ,, ,, 14,760 ,,
10th February, 1946 .. .. ,, ,, 9,000 ,,
19th February, 1946 .. .. ,, ,, 10,000 ,,
20th February, 1946 .. .. ,, ,, 12,100 ,,
March
12th March, 1947 .. .. Climb to 10,000 feet
16th March, 1948 .. .. ,, ,, 13,815 ,,
17th March, 1948 .. .. ,, ,, 17,105 ,,
April
6th April, 1948 .. .. Climb to 15,790 feet
9th April, 1948 .. .. ,, ,, 21,875 ,,
29th April, 1947 .. .. ,, ,, 12,000 ,,
June
4th June, 1948 .. .. .. Climb to 24,800 feet
9th June, 1947 .. .. .. ,, ,, 12,600 ,,

Saint Auban does not favour distance flights because of the proximity of sea and mountains. Rare travels have been performed in waves (see *Sailplane*, February, 1948). But the most interesting performance was accomplished in 1949 when Barbara, a young pilot, climbed at Fayence in a wave and went to Saint Auban. Here he asked for a winch launch, took again the smooth wave lift, and . . . landed at Fayence !

During Summer, when plenty of thermals exists in this southerly country, a few distance flights are also performed but only by the best pilots. Since winds are not very favourable during summer, instructors have prospected the Aspres sur Buech airfield, near Saint Auban (30 miles away), which offers splendid slopes 7 miles long and 2,300 feet high, soarable in any wind, and where pilots with their machines will be brought in August. Here are the 1948 results at the Saint Auban National Centre :

3.055 hours of Soaring ; 21 " B " badges ; 49 " C " badges.

60 duration legs of the Silver " C " badge (a high figure indeed).

76 altitude legs ; 2 distance legs (a poor figure indeed).

38 altitude legs of the Golden " C " badge.

Guy Borgé.

AN ENGLISH PILOT AT TROYES

IF you are interested in a cheap gliding holiday on the Continent with " bags " of gliding then I can recommend just the place. It is the gliding club at Troyes (Aube) in France. Troyes incidentally is a town approximately 100 miles to the south-east of Paris and on a good train it is possible to make this journey in just over two hours.

Now for a few details about the Club and my stay. I was there for 15 days, had 40 trips with a total of just over nineteen hours' gliding, including two legs for my " Silver C "—altitude and endurance —and was charged the modest sum of 4,000 francs, or at the present rate of exchange just under £4. Who could grumble at that ?

The club has a variety of gliders which are placed at one's disposal, according to experience of course ; amongst these being the following types : " Emouchet," " Castel Maboussin 310 P," " Grunau," " Olympia," " Weihe " and dual " C.25S " —about 20 machines altogether. The routine is for all newcomers, " Silver C's " included, to be checked out in the dual plane and then, all being well, off solo.

A ruling about the " Olympias " and the " Weihe " is that one must have a " Silver C " before being allowed to fly them which after all is fair enough. In fact as far as I could make out these machines were only used for possible " Gold C " flights.

A word perhaps about the instructors should come here. There are three at this club and one,

the Chief, has the " Gold C " or " Brevet E " as the French call it. At least one instructor is on duty *every* day of the week so, except for bad weather, there are no non-flying days. These instructors are excellent chaps and are only too eager to get pilots airborne and to keep them airborne as long as the thermals last ! None of this " Don't stay up too long as ' so-and-so ' is waiting for a trip after you " racket. The order of the day was " Stay up as long as you can or like." I might add that if one stayed up for five minutes or five hours the fee was the same, i.e. 100 francs or approximately 2/-.

Launching, by the way, was always by winch but such were the conditions when I was there that usually one could go straight off the winch into a thermal and away. Excellent ! The maximum height of launch was about 200 metres, so it was necessary to get a thermal quickly. There was no aero-towing during my stay.

As far as I was concerned there was only one snag. None of the instructors could speak English and I could not speak French so there was rather a pantomime every time I got briefed and it was a little tricky flying dual. However it is amazing what can be accomplished by arm waving etc. and in any case there were no prangs !

During my stay I made the acquaintance of a considerable number of French members of the club and have yet to meet a happier, or friendlier crowd of people. Their keenness and readiness to do any type of work whether it was merely pushing a machine about or repairing same, was a pleasure to see. Their eagerness to help me, whenever the occasion arose, was also very gratifying.

A few domestic details. There was limited sleeping accommodation at the airfield but this was fully occupied by French pupils and I therefore returned to a hotel in the town every night. Needless to say the steaks, ham and eggs etc. etc. never failed to satisfy an enormous appetite built up during the day.

For those readers who decide to visit this club I would advise them to make hotel reservations well before-hand as, at this time of the year Troyes, and France generally for that matter, are full of visitors and accommodation is very scarce.

Another point I should like to mention about gliding in France concerns the medical examination of *all* glider pilots. Before one flys solo, except perhaps for circuits and bumps, one has to be examined by a local French doctor and a certificate of medical fitness obtained. This regulation is rigidly enforced and the fact that one may have been examined here at home does not make the slightest difference.

To sum up then, during my short stay at the club I had good gliding, good companions and good food and drink. What more could a man ask ?

G. G. I. MILLER,
23.8.49.

GLIDING MUST SURVIVE WITHOUT A SUBSIDY

By Peter Fletcher

THE present figures relating to pilots and gliders available in this Country are, in my opinion, pathetic when it is considered that only some four years ago we had the finest Air Force in the World with far more pilots available than could be used. To date there are 5 Gold " C's," 234 Silver " C's " and a grand total of some 2,000 " C " certificate holders of whom probably less than half still fly. The aircraft position is even more gloomy, 90 gliders owned by the Clubs and 50 by private owners or private owner Groups.

Since it is now quite obvious that no State financial assistance will be forthcoming for a considerable time, if at all, is it not now the moment to formulate some new plan to improve the financial position of the Clubs to enable them to increase their revenue and to attract new members ?

I have one advantage over the old hands in the Gliding Movement. I was not a glider pilot in the pre-war era and so I have no prejudices regarding the preservation of out-worn ideas, methods or tribal rites. My only interest is to see the movement thriving and not existing as at present in an anaemic condition supported by a handful of people fully 60 per cent of whom cannot really afford to glide.

In the first place the present cost of high performance sailplanes makes this type of machine financially impossible to operate on a normal Club budget if the ratio of pilots per machine is to be kept at about ten per aircraft. However much Club members want hangars full of " Weihes " and " Kranich " it is just not possible to supply them in the present impoverished state of the fraternity without making the ratio of pilots to intermediate machines thirty to one, which is one of the biggest faults at present.

Now I well know that most Clubs regard intermediate machines like the " Tutor " as a hack, a mere stepping stone to something better but the truth is that if this machine is fitted with instruments and a cockpit fairing it is quite capable of getting a Silver " C " for any pilot who has the necessary skill. Of course, it is harder in a " Tutor," but I have been led to believe that skill is the ultimate object of a soaring pilot, and skill can be acquired just as easily in a " Tutor " as in anything else besides which you can buy two " Tutors " for the price of one high performance sailplane, and they will earn between them about two and one half times the amount that the sailplane will.

The minority or Pundit section will undoubtedly tell me that I have the quantity before quality complex, yes on a purely short term basis I have, because I think we as a movement cannot long survive on our present numbers and methods.

If we can get four times the present number of soaring pilots you will find soaring groups operating really high performance sailplanes being formed all over the country and eventually the Clubs will get sufficient support to enable them to afford the luxury of these high performance machines, but not for the time being.

Some people I know have a different approach to this problem, they say get rid of the young and impecunious, make gliding smaller and more exclusive, attract the wealthy with leisure, ignoring the fact that wealth and leisure seldom go together and in any case, very very few rich people have any interest in motorless flight. No, I do not think that is any solution, the only answer is more pilots and more machines and more hours flown even if we must take the temporary retrograde step of having more machines of inferior performance for the time being.

While on the subject of a new outlook why not eliminate the expensive and wasteful, in machine time, cross country leg for the Silver " C " and substitute three one thousand metre climbs on three flights since as the Germans said when they adopted this during the war, any pilot who could do these climbs could easily fly cross country on good conditions. I refuse to believe that we cannot make gliding a going concern in our Country of 48 million souls without State financial aid and all the strings which this would involve.

To sum up, I feel that what is lacking at the moment is a really National Plan with all the Clubs co-operating on the same lines. Much more publicity especially in local papers. A friendly reception for all visitors to Clubs, first impressions are very important. A much firmer flying discipline to deal with the scatterbrained minority whose bad and selfish flying causes unnecessary accidents and does untold harm, in short, a new outlook.

Wake up, gliding is loosing support little by little, quite soon unless we do something about it, it will be extinct with the exception of a few private owners.

GLIDING IN POLAND

In this report I have some interesting news both in sport achievements and in new constructions.

In June an international contest was held in Zar with the participation of the leading pilots from Czecho-Slovakia, Hungary and Bulgaria. After a hard struggle, which was on a remarkably high level the contest was won by the excellent young Polish pilot Miss Kempowna—" Irka."

The contest had the following tasks : one " three gained altitudes " flight, three cross-countries to predetermined goal checked for speed (twice Tegoborze and once Krosno—186 km.—in the same Eastern direction), a race around a closed triangular course and a race 4 by 10 km. combined with gained altitude.

During the contest Kempowna beat two women's world records recently established by FAI—a 100 km. cross-country to predetermined goal with a speed of 36 km./h. and 100 km. along a triangular course with a speed of 50 km./h. At the same time the national records of Hungary and Czecho-Slovakia were beaten.

Among the Czechs the most dangerous opponents were Svinka and Plesko. The latter came belated (as at Samedan) and in spite of his great success in the last tasks he could not regain the lost points. Other Czechs do not yield much to them and represent a very high class. All flew the " Sohaj," a finely-finished performance sailplane, of a type between " Olympia " and " Weihe." The Czechs exhibited a true spirit of comradeship in their team. Their pilots helped one another to find thermals, often resigning from their own success to help their comrades who had better chances.

Among the Hungarian the best is Hepper, flying the " Futar," but also the others (Karsoy, Meso, Legenyei and Nagy) presented a high class of flying. They are, however, used to strong thermals and had difficulties in manoeuvering their too speedy planes.

The Polish team counted such names among its ranks as : Kempowna, Zientek (the winner of the last year's contest), Gora (holder of the Lilienthal Award for the best flight in 1938, from Lwow to Wilno—580 km.) and Adamski. Among the younger ones were Wielgus and Figwer. Unfortunately, Wielgus was crossed off the contest on the first day for entering a protest to the barograph commission, although his protest was found justified and acknowledged by the same commission. Puzej, Kasprzyk and Plenkiewicz did not participate in the contest.

Kempowna worked very strenuously all the time which made her final victory possible. The final score was as follows :

1. Kempowna Irena (P)	.. Sep	890	points
2. Zientek Adam (P) ..	.. Sep	798	,,
3. Svinka Frantisek (CSR)	.. Sohaj	687	,,
4. Gora Tadeusz (P) ..	.. Sep	681	,,
5. Haza Ladislav (CSR)	.. Sohaj	660	,,
6. Sebesta Jiri (CSR) ..	.. Sohaj	612	,,
7. Plesko Stefan (CSR)	.. Sohaj	606	,,
8. Figwer Jacek (P) ..	.. Mucha	563	,,
9. Hepper Antal (H)	.. Futar	505	,,
10. Svab Ladislav (CSR)	.. Sohaj	474	,,
and others			

Now some news from the Institute of Gliding at Bielsko. In the spring of this year a new prototype of an unorthodox design—the very interesting " Kaczka "—(the duck) was flown. It was built upon parametres of an intermediate glider for experimental purposes. Its characteristic is a very flat polar in spite of a comparatively small wing-loading, tight circling, small span and a sinking-rate of about 1 m/sek.

Although the unorthodox design of " Kaczka " makes a stalling or spinning impossible, which would be very valuable for an all-purpose glider, the directional controllability differs so much from the ordinary planes (at the present stage), that the training of a normal pilot presents considerable difficulties.

This prototype rendered possible the solution of a number of interesting problems and the checking of new methods relative to the dynamic lateral stability, this being an important step toward the

construction of a flying wing. It was decided a short time ago to elaborate a further prototype of this kind.

The Institute is also constructing an aerobatic glider " Jastrzab " (the hawk). It is a type of small span and aspect ratio with a " M "-wing. After its being flown and its drawings are published (the same about " Kaczka ") I shall impart the details to the readers of *Sailplane*.

A new winch was likewise constructed. It is somewhat similar to the Roeder-type but has two drums and an entirely covered propulsion. The winch is powered by a new Polish 6-cylinder in line engine.

A new high performance sailplane of 14-meter (46 feet) span and entirely modern design is in the stage of calculation. My personal opinion is that such a small span is suited only to Alpine conditions, where for reasons of agility it pays to agree to a higher induced drag, caused by the necessarily reduced span and aspect ratio, as well as to a higher parasite drag of the fuselage which begins to play a greater part owing to the decreased wing area. It appears that for conditions in Poland or in England planes with a span of 17 to 19 metres (56 to 62 feet) would represent the best solution, though the general trend is for smaller spans now.

These few paragraphs can give an idea of the extent of work undertaken by our Institute of Gliding founded in 1945 at Bielsko, which has given us already three completely new constructions (primary, advanced trainer and performance planes), as well as two reconstructions of pre-war types.

(Witold Charles Starzewski)

Cracow, August 1949.

THE CANADIAN SCENE

Gliding history was made at the S.A.C. Gliding Meet at Kingston, Ont., the first week of August.

With the largest aggregation of both sailplanes and pilots ever known in Canada, a duration record broken and the second Silver " C " to be awarded within the boundaries of Canada, the meet will go down as the first of what is expected to be an annual get-together for gliding enthusiasts across the country.

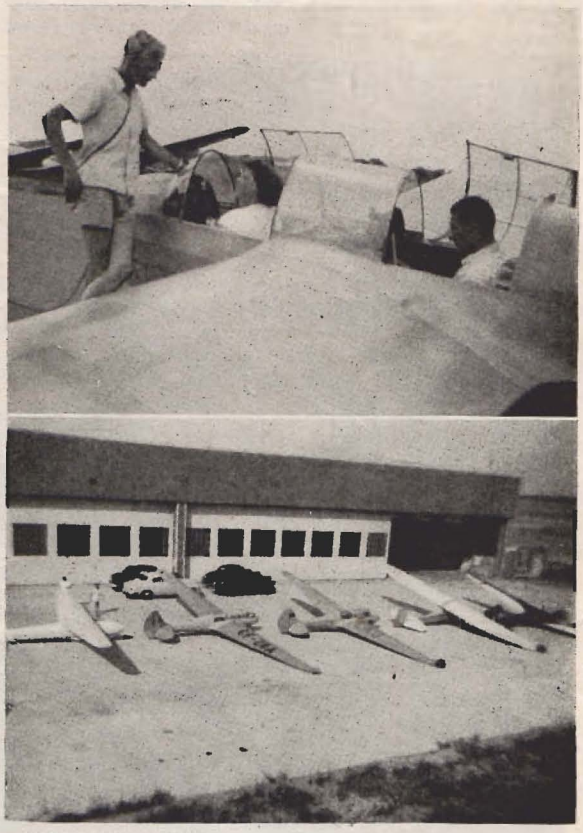
Divided into two quite separate parts, competition and instruction, the first three days were devoted to the former, the remainder of the period being spent in checking out instructors and gaining certificates. On the last day a thrilling demonstration of aerobatics was put on for a crowd of over 100 spectators who thronged the take-off runway.

Among the highlights of the meet were Al Pow's flight of 6 hours 16 minutes in his " L/K," made on Saturday, 6th August. Released at 2,500 feet, he reached a minimum of 800 feet and a maximum of 7,300 feet. This shatters the previous Canadian duration record set by Shorty Boudreault. In addition Pow completed his last Silver " C " leg by an official gain of 4,000 feet and thus became the second Canadian to win this award within the boundaries of the Dominion. The busy Albie, owner of his own " L/K " also made a 40-odd mile flight to Brockville and another of some 25 miles to Gananoque.

For the record, a total of seven sailplanes and three " Tiger Moth " tow planes were available at the meet, with a total of some 35 participants.

The machines, apart from the Queen's Club three " L/Ks," were Albie Pow's " L/K," Gatineau Club's " Olympia " and " Grunau," Montreal Soaring Council's " Pratt-Read," and tow planes from Kingston, Toronto and Montreal.

The " Olympia," flown by comparatively few due to necessary responsibility, provisions imposed on its use nevertheless created an excellent impression



Top. Geo. Dunbar—a visitor—his wife, and Jerzy Illasziewicz in the Laister Kaufmann.

Bottom. Line up at Norman Rogers Airfield, Kingston. N.B. No prizes for glider recognition.

Photo S.A.C. archives.

and was responsible for some first-rate aerobatic and duration flights by S.A.C. President LeCheminant. Stefan Brochocki of Montreal remained aloft 2 hours in it and LeCheminant for 3 hours 40 minutes. On the last day a demonstration of the ease with which this craft is dismantled engaged interested spectators' attention.

The first two days of the meet saw phenomenal soaring weather, with closely-spaced cumulus over the field and a light offshore breeze blowing.

Flights for these days averaged one hour apiece, 31 being made on the first day, 35 on the second.

Four " C " Certificates were earned, Chris Falconar, Wally Hinman and J. J. Asselin of Montreal securing the necessary time in the Montreal Council's " Pratt-Read." Later, Guy Joyce of St. Michael's Club, Buckingham earned his " C " in one of the " L/Ks."

Silver " C " height legs were earned by Don Holman and Ken McGurk of Toronto in the " Grunau."

Instructors were checked out in the persons of Bill Curran, Ottawa, George Illasziewicz, Victoriaville, Que., and George Dunbar, Dartmouth, N.S.

The latter, President of the Gull Gliding Club of Dartmouth, travelled the 3,000-odd miles with his wife Grace, bringing with him four more club members, Eldridge Lloy, Bob and Byron Reid and Ova Jesson. Another participant who was expected was Fred Weber of the North Battleford Gliding Club; his inability to get away in time was regretted by all.

The third day with stable air, 55 flights were made, including a spot landing contest in the " Grunau " with tows to 300-500 feet. Landing within 1½ feet of the mark, George Illasziewicz came out in front, followed by Frank Brame from Toronto with 2 feet 3 inches. Shorty Boudreault came third with a measurement of 5 feet 10 inches from the mark. The remainder received vociferous booby prizes.

Ideal facilities were supplied by the Queen's Club and no one had to leave the airport unless he particularly wanted to. Morning and evening bathing parties were held at a beach a few hundred yards from the airfield, a caterer supplied three hearty meals a day; bed, mattresses, blankets and pillows were " wangled " by the Queen's Club members, there was always an ice cold " coke " in the ice-box—in fact nothing was lacking in facilities. Queen's Club also supplied their " Moth " for towing and permitted the use of their three " L/Ks."

During the week the Supt. of Air Regs, Dept. of Transport—Mr. Charles Travers—paid a visit to the field accompanied by D.O.T. Chief Test Pilot



Test Pilot for Canadian Dept. of Transport, Desmond D. Murphy tries out an " L/K." Charles Travers, Supt. Air Regs, snaps S.A.C. Pres. A. N. LeCheminant giving advice. (Hey Chem, has he got his " A " yet?)



" Chem " in " Grunau," and John Seddon (late Bristol G.C. and Scottish Gliding Union. Photos Soaring Association Canada Archives.

Mr. Desmond Murphy. U.S. visitors included Mr. Ryon and party from Rochester.

Lectures were given each evening; these included Aero Towing by Jack Ames of Toronto, Winch Launching by George Illasziewicz of Victoriaville and Airmanship by Bill Frayn of Kingston. A remarkably fine spirit of co-operation featured the entire meet, everyone lending a hand to assist those whose turn it was to fly. Without such a spirit the meet would have been impossible; it is a fine tribute to the type of enthusiast who is interested in the sport.

A full day was spent on winch tows, using the "Grunau." John Seddon, late of Bristol Gliding Club and Scottish Gliding Union, but now of Toronto took charge of the winch with George Illasziewicz. Unsuccessful attempts were made to winch-launch the "Olympia," but the cable ring was found unsuitable to the craft's hook arrangement.

The Kingston "Whig-Standard" gave the meet the best possible coverage, many photos being taken by George Lilley and subject matter written intelligently and to the point by Reg Redmond. Canadian Press also took an interest through the work of of Dick Baiden of the Queen's Club who managed the publicity with a sure hand.

On the last day of the meet the Queen's Club turned out in force as did a large number of spectators; a show was put on for their benefit in which members of the Queen's Club took part in both towing and gliding.

A few words at least should be said of Bill Frayn, who seemed to spend most of his hours towing enthusiasts, without having time to get in much soaring himself. The day after the meet Frayn reported for duty to R.C.N. Air Arm and expects to be posted eventually to Sheerwater Base near Dartmouth. There, with George Dunbar of the Gull Club he hopes to help out gliding in Nova Scotia. George Hurren, formerly Manager at Oshawa Airport (Toronto Gliding Club) has taken over at Kingston; a staunch supporter of the sport, it is expected that the Queen's Club will find him most co-operative.

Stop Press

Soaring 90 miles in a "Grunau Baby" sailplane to-day (14th August) Barrie Jeffery set a new distance record for motorless flight in Canada. Towed aloft by a "Tiger Moth" at noon from Carp Airfield, near Ottawa, Jeffery, member of the Gatineau Gliding Club and Secretary of the Soaring Association of Canada, released at 2,000 feet and landed in a field near Highway No. 2 at Coteau Landing, Que., five hours twenty minutes later.

The previous distance mark of 79 miles, London to Dunnville was set earlier this year by Al Pow, of London, Ont., in his "L/K."

THE SOUTHDOWN GLIDING CLUB

Summer Camp 1949

THE Camp got cracking early on Friday, July 22nd, with the arrival of Ken Fripp and family and other members of the Portsmouth Gliding Club who were to spend the week and the Bank Holiday with us.

Saturday, 23rd July. Southdown normal flying and preparing equipment.

Sunday, 24th July. Away to an early start. By 11.10 a.m. Chris Hughes was climbing well in our "Tutor 1," and after 1 hour 34 minutes had reached 2,600 feet. Within a few minutes Brigden with Hillyer of Pompey as passenger in our "T21B" reached 2,350 feet, quickly followed by Fripp in his "Kite" to 2,600 feet. Next up was Dollery of Pompey in their "Grunau" again to 2,600 feet. In this flight he remained aloft for 54 minutes thus getting his "C." At the risk of being obvious inversion level was 2,600 feet. Later Billeness with Thomsett in "T21B" went off winch launch to 2,600 feet remaining up for 30 minutes.

By the time we had got to launching Hatcher in his machine the wind had veered to S.E., so that said goodbye to the thermals and the rest of the day was plain circuits.

Monday, 25th July. Combined training day for both Clubs.

Tuesday, 26th July. Normal day. Wind west on west face. Although average duration was about ten minutes, Pompey's "Grunau" showed its liking for hill soaring.

About 16.50 hours Brigden and Small in "T21B" encountered strong lift on west face. Those on the ground scrambled and launched Davis in "Grunau." He unhooked at 1,100 feet and by flying over Cuckmere Valley was soon up to 1,500 feet. With an excellent beat up and down the Valley he stayed up for 1 hour 33 minutes. Next up was Willobie in "Tutor 1" who got his "C" with 37 minutes. Then Hughes, who had nothing better left than our "Kadet" (and, we think, a skyhook) stooged about for a good flight of 40 minutes. Later Hillyer of Pompey, having been converted some time before, took the "Kadet" up for 25 minutes, thus getting his "C." Billeness flew Fripp's "Kite" and stayed up for 25 minutes.

Our "T21B" was making flights all the time. Bill Jordan was so pleased with the wave lift that,

after staying up for an hour, he treated his pupil to the flight. Meanwhile Brigden had a go at the " Kite " pushing off up the Valley to Alfriston. On arrival he found terrific sink and came back fast. Parsey meanwhile up in " Tutor 1 " reached 1,500 feet level with the " Grunau."

Next came the really STAR turn ; the Creme d'la creme of the whole Camp.

Ken Fripp was launched in his " Kite " and shot off to Alfriston where he was greeted with 3 to 4 metres sink. He immediately retreated very fast just making our west face at 80 feet. But seeing some gulls soaring (we have found them dead crafty too) pressed on to the cliff. He was out of luck with lift and next found himself presented with a (very) close-up of sea and beach. Nothing daunted he proceeded to fly OUT to sea turning with his wing-tip almost kissing a wave, and thus faced the land again. With utmost cunning he juggled with his spoilers and picking the only strip of fine shingle-cum-sand about 80 feet wide with less than 40 feet in width put the " Kite " down with the sea gently lapping in on either side. Trippers on the beach, having had a first class show for nothing, quickly splashed to his aid, and, with a Yo-heave-Ho ! hoisted the " Kite " away from a watery grave. Fripp immediately became " Beachcomber " for the rest of the Camp.

Wednesday, 27th July. No flying. Low cloud and drizzle.

Thursday, 28th July. Good day. Immediately Bill Jordan arrived at the site he was persuaded to take " Tutor 1 " on attempt at 5 hours. He actually did 5 hours 13 minutes cliff soaring and thus completed his Silver " C." Other high lights of the day were Fripp 2 hours 37 minutes in " Kite," and Davis 2 hours 5 minutes in " Grunau." Billeness made a number of 1 hour flights in " T21B."

Brigden in " T21B " with Churchill (of Battersea Polytechnic G.C. who are affiliated to us) and Fripp in his " Kite " soared along the cliffs to Beachy Head Lighthouse, circled same, and returned. Meanwhile young Healey got his " C " and P. Ross in " Scud 1 " darted about the cliffs like a minnow in a shoal of mackerel. Total to-day 24 hours odd.

Friday, 29th July. Another good soaring day on Cliffs. Chris Hughes pushed off for a try at his five hours doing 5 hours 16 minutes Jordan took Mrs. Fripp for her first soaring flight which she enjoyed after looking after the Portsmouth crowd.

" Tutor II " was test flown.

Billeness in " T21B " caused great consternation when overtaking Pompey " Grunau " by sounding a very loud " toot " on an outsized motor horn. Said " Grunau " it would appear having only a nodding acquaintance with the Highway Code !

Saturday, 30th July. Morning spent in training. Later, the weather over cliffs was found to be soarable and Vic Tull and Geo. Schneider did very good " C " flights.

Sunday, July 31st. Rained hard. Very disappointing, as whenever Dudley Hiscox visits us the weather is N.B.G. That night a combined party held sway in our ' local.'

Monday, August 1st. Joe Hahn and " Squeege " Ashton tried for their five hours, but after 30 minutes or so had to give up as it was hard to maintain height. Wind was gusting up to 30 m.p.h. Later chunks of cloud started arriving from out to sea. Squeege took Audrey Johnson of Pompey in " T21B " unhooking at 1,650 feet at the precise moment that the cloud decided to become almost 10/10ths. Hanging about over the W. corner of cliffs until down to 650 feet he got a brief glimpse of the Cuckmere River, dived down coming out at 400 feet over middle of site. Audrey enjoyed the trip, but Squeege's hand was seen to shake somewhat as he lit a cigarette. Later, however the cloud cleared, and two lady passengers who had been waiting patiently all the morning got good flights in 2-seater to over 1,400 feet.

Tuesday, August 2nd. Washed out.

Wednesday. Blown out.

Thursday, August 4th. Godley tried for five hours. No go. Lewis did 1 hour 45 minutes in " Tutor II." Otherwise semi-soaring and training for rest of day.

Friday August 5th. Training ab initios all day.

Saturday August 6th. Spent half day training. Rewarded with 4 " A's " and 2 " B's ". Haynes and Churchill of Battersea Poly. got their first two " A's ".

Sunday August 7th. Last day of the Camp. Everyone seemed to be almost ' broke.' Our " T21B " however kept going with passengers. Two of these were from the Health Conference in Eastbourne a Belgian and a Swiss. Speaking very little English, they however made us understand that they wanted to have a look at our little piece of England from the air. They appeared to enjoy the experience very much.

And so the final day ended. The clubhouse was cleaned up, windows shuttered, all machines tucked up for a week, and reluctantly we made our way to the gate. Ray Brigden our C.F.I. did a magnificent job of work, and but for his energy and drive the following details would have been a dream.

Hours flown : 103 hours 56 minutes.

Launches. 425.

Silver " C " durations. Bill Jordan completed his Silver " C." Chris Hughes 5 hours 16 minutes.

" C's " obtained. Southdown G.C. : Healey, Tull, Willobie, Schneider. Portsmouth G.C. : Dollery, Davis, Hillyer.

" B's " obtained. Southdown G.C. : Gelston, Goatley. Portsmouth G.C. : Hillard.

" A's " obtained. Southdown G.C. : Parks, Couling, Churchill, Haynes. Portsmouth G.C. : Miss Audrey Johnson.

Amongst those present were Fripp, Parslow, Hiscox, Costin, Hatcher and Copeland (members of London G.C.).

In conclusion a notice. It was decided at a Committee Meeting held on Tuesday, August 9th, 1949, and recorded in the Minutes thereof " That in future no visiting machines can be launched unless fitted with back releasing hook."

Here's looking forward to our next Camp. All visitors welcome, but please don't forget your back release hook.

K. H. ASHTON.

DERBY AND LANCS CLUB

THE NATIONAL CONTEST, 1949

August 19th to 28th

In two respects at least, the National Contests this year were by far the most outstanding British Competitions in the memory of most people gliding to-day.

To begin with the interest displayed by the public press and radio alike was phenomenal. Some observers estimated the crowd which went to Camphill, Great Hucklow, on the first Sunday (the second day) to be at least 10,000 people. There were certainly almost a thousand cars in the two parks, and as the Editor himself witnessed on coming away with Mr. Geoffrey de Freitas, Under Secretary of State for Air, the roads for two miles in all directions were lined with abandoned cars, and passage through Gt. Hucklow was impossible. The receipts on this one day covered all the expenses of the meeting. Even the railways had additional day trips from the nearest large towns, with connecting bus services to the site.

The other respect in which these contests were outstanding was the excellent organisation of which more anon.

The Contest was original in that, in order to make club entries possible, and to encourage club members, the competing units were machines which might have one or more interchangeable pilots.

COMPETITORS

Machine No.	Machine Type	Name of Entrant	Pilots and Teams
1	Olympia	Hiscox, D. G. O.	Hiscox, D. G. O.
2	Olympia	Bristol Gliding Club	Turner, K. W., Staffurth, C.
3	Olympia Mk. II	Hurry, John, Anson, N. P., Buckley, John	Hurry, J., Anson, N. P., Buckley, J.
4	Olympia	Yates, A. H.	Cooper, P. J., Sanders, A. A. J., Yates, A. H.
5	EoN Olympia	Bulling, L. R.	Bulling, L. R., Robertson, L. R.
6	EoN Olympia	Young, T.	Young, R. T., Another
7	Slingsby "Gull" ..	Lee, G. H.	Lee, G. H., Arnold, C. J.
9	Weihe	Wills, P. A.	Wills, P. A.
10	EoN Olympia	Swale, Edwin	Swale, E., Dolan, T., Swale, M.
11	Olympia	Empire Test Pilots' School	Lt./C. Wilson, P. S., R.N.
12	EoN Olympia	Wingfield, C. J.	Wingfield, C. J., Ince, D.
14	Olympia EoN I ..	Smith, D. A.	Smith, D. A.
15	EoN Olympia	Warminger, A. H., R.A.F.V.R. (T) (Air Training Corps Sect.)	Warminger, A. H., Ward, J. C., Gould, P. O.
16	Weihe	Surrey Gliding Club	Neilan, J. C., Kahn, W. A. H., Reid, D., Brown, D.
17	Olympia EoN Mk. II ..	Imperial College Gliding Club	Macfie, R. A. B. (Team Captain), Murden, P., Nurney, R., Irving, F. G.
18	Olympia	Surrey Gliding Club	Sowrey, J. A., Gregory, G. R. E. C., Dowdall, C. W., Jordan, W. F.
19	Kirby Prefect 30 B (Slingsby)	The London Gliding Club	Lang, P. A., Court, J. R., Wheatcroft, H. G.
20	Kirby Gull IV (Slingsby)	The London Gliding Club	Ellis, C. A. P., Wright, L., Rowley, A. E.
22	Weihe	B.A.F.O. Gliding Club	F/Lt. Mallet, P. G., F/Lt. Lynas, C. T.
23	Weihe	B.A.F.O. Gliding Club	F/Lt. Forbes, R. C., S/Ldr. Binks, A. A., D.F.C.
24	Weihe	Association of B.A.F.O. Gliding Clubs	G/Capt. Murray, W. B., Sgt. Campion, D.
26	Olympia	Cambridge University Gliding Club	Blanchard, P. H., Free, J., Phillips, T. G., Ward, F. R.
27	Kranich	Cambridge University	Pringle, J. W. S., Grantham, J., Martlew, D. L., Alexander, A. L. L.
29	Gull I	Derbyshire and Lancashire Gliding Club	Roper, R. D., Midwood, H. U.
30	Viking I	Dickson, Roger D.	Thomson, G. E., Sharpe, M. Q., Dickson, R. D.

As will be seen there were five types of competing machines :

Glider	Span (ft. in.)	Wing Loading (lb/sq ft)	Aspect Ratio	Wt. Empty (lb)	Load (lb)	Min. Sinking Speed (ft/sec)
Weihe ..	59 1	3.76	17.8	418	319*	1.8
Olympia	49 2	4.15	15	430	240	2.2 at 39 m.p.h.
Gull I ..	50 3	3.5	15.8	379	225	2.31
Gull IV..	49 3	4.2	15.5	475	225	2.3 at 38 m.p.h.
Kranich..	59 1	4.2	14.3	560	460	2.3



Dudley Hiscox and his anti-thermal hat.

It will be seen that there were a few non-starters. Prince Bira had crashed his " Weihe " a week or two before, G/C Christopher Paul could not get leave, and the " Petrel " from the Newcastle Club did not arrive. But in addition we had José Ortner, Argentine Champion and President of the Club Albatross in Buenos Aires, flying a new " Olympia," and he more than made up for any lacunae elsewhere.

The site, which was fully described in the *Sailplane* issue of July, 1945, has a W. and N.W. slope, a bowl shaped landing area and a stone clubhouse and buildings, which, with workshop and bunkhouse over, form the base of a letter " U " open ended towards the west, the third side being the Messing Room and the space in between a very convenient yard, later put to good use for a final open-air party.

The approach from the west is indeed formidable, with a hair-raising hairpin bend on the way up. From the east or south-east the approach is less steep but not without its terrors—narrow winding lanes, and inexpert drivers who seemed to be mesmerised into stopping in the middle of the road at the sight of a trailer.

But once on the top the views are glorious, the air exhilarating. The landing ground was clearly made by removing stone by stone, the millstone grit walls which divided the landscape into quite small fields—not very comforting to sailplane pilots with a " must " landing.

The hangar had been turned into a conference room by curtaining off about one third of it. Competitors parked their trailers in a long line at the south-west end of the field behind the hangar. Their camp was in a field to the south of the road to the Club, whilst various Club members and their families occupied trailers and huts between the hangar and the Clubhouse.

The first day, Saturday the 19th, was cool with a morning mist that bespoke heat later in the day. Sure enough the met. briefing at 10 a.m. confirmed this, but added that there was little hope of much upper air turbulence as an anticyclone to the north-west of England was subsiding too slowly to be of interest or use. Those competitors who were rigged were quietly lined up at the west end of the field in preparation for an eastward launch. Such variable airs as there were, however, were from the west, so that not very high launches were initially achieved, but a reverse procedure later in the morning produced better results.

The competition began with practice flying and a prize for the greatest height in the day.

The first competitor to take the air was Professor J. Buckley, of the School of Tropical Medicine, in entry No. 3, a red " Olympia." He quickly contacted a thermal and circled to a little over 1,000 feet, but that was the morning limit.

After lunch, higher ground temperatures and the warm sun, higher cloud level and distant ill-defined cumulus (though seen through an ever present ground murk) seemed to give promise of better things. S/Ldr. Frank Furling, joy-riding visitors in his " Dragonfly " Slingsby T.21 side by side two-seater, showed the way into a thermal, and was quickly followed by T. G. Phillips (No. 26) of the Cambridge University Club, flying an " Olympia," who pursued the lift into cloud and registered 3,000 feet before returning. Wheatcroft, the London G.C. C.F.I., in the " Prefect," got to 2,800 feet but did not trouble to go higher, but his was the next best performance. Phillips took the prize for the day, and those of the 2-3,000 spectators who had been there from 11 a.m. had seen 60 launches and half-a-dozen sailplanes in the sky at the same time.

The second day was more hopeful. The col of high pressure to the north-west had moved to the north-east. Light southerly winds were to be expected and thermal activity in the afternoon when the sun had broken through the low clouds and warmed the earth below. But upper air temperatures were too high to promise pronounced upward development of the thermals. The task for the day, therefore, was declared to be a distance competition.

Before lunch three pilots had managed to hook on and get away. They were G/Capt. Murray and F/Lt. Mallett in the two B.A.F.O. " Weihes," and Joe Ortner in the Club Planeadores Albatross' " Olympia," of which he had just taken delivery. The B.A.F.O. 2-way radio between aircraft and retrieving trucks, again proved their value and before long they were on their way. It took as long to get clear of the thousands of oncoming cars as it did to reach the aircraft 50 and 60 miles away.

It had been decided to draw lots for take-off order which if it was fairer also increased the element

of luck in the take-off, since it removed from the pilot the opportunity of exercising any judgment he might have of a favourable moment to launch. Philip Wills, therefore, was in no way favoured when he was launched in the early afternoon having declared his goal as Catterick—74 miles away. In this general direction went all the pilots—slightly east of north. It took him 1 hour 55 minutes, reaching 7,000 feet. The penetration of his "Weihe" made possible a straight glide of 40 miles through cloud and industrial haze, flying by instruments.

The days' results were as follows :—

Comp. No.	Pilot	Machine		Distance
24	Murray ..	Weihe	Dishforth	59 miles
22	Mallett ..	,,	Rufforth	50 ,,
31	Ortner ..	Olympia	Brafferton	60 ,,
5	Robertson ..	,,	York	54 ,,
9	Wills	Weihe	Catterick (Goal)	74 ,,
16	Reid ..	Weihe	East Moor	59 ,,
20	Wright ..	Gull IV	York (Goal)	54 ,,
1	Hiscox ..	Olympia	Marston Moor	49 ,,
14	Smith ..	,,	Lofthouse	31 ,,
18	Gregory ..	,,	Local	4 ,,
26	Phillips ..	,,	,,	4 ,,
27	Blanchard ..	,,	Barnsley	22 ,,
				520 miles

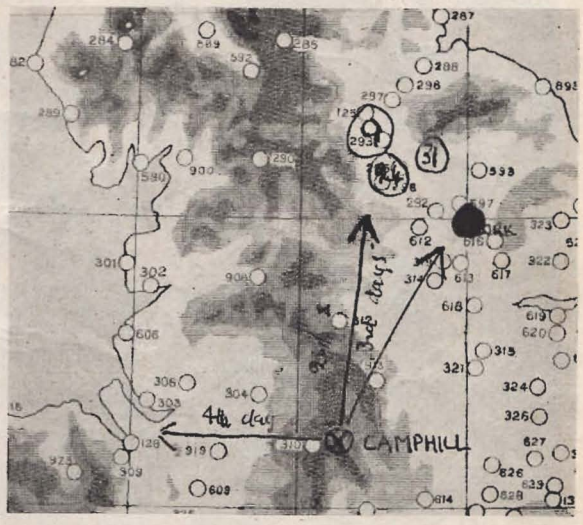
The daily prize was for direction and was won by L. R. Robertson (3 hours 31 minutes).

The third day, August 21st, seemed to have greater promise than the day before, in that the tephigram showed turbulent possibilities to a greater height, consequently a distance contest was declared. The wind direction was the same and competitors made for the same direction as before. With an eye to cloud flying along the Pennines both ways, Wills declared for Catterick out and return, but landed in a rain shower eleven miles further on.

The daily prize was for height and was won by Wills with 9,450 feet. On the way he had reached 11,000 feet A.S.L. Mallett, following the technique of Persson, the Swedish world champion, with whom he competed in Switzerland last year, tried cloud flying to Owston, an airfield north of Newcastle, but ran out of cloud and had to descend a little over half way. He, Wingfield and Robertson all had 9,000 feet on their barographs.

Comp. No.	Pilot	Time hrs. min.	Height	Miles Distance	Marks
9	Wills	3 48	9,450	74 (+ 11)	429
22	Mallett	3 58	7,250	68	258
16	Kahn	3 40	6,040	47	174
5	Robertson ..	3 03	7,200	28	160
12	Wingfield ..	2 43	7,220	24	152
20	Rowley ..	2 06	4,020	25	90
17	Murden	3 05	3,155	24	79
7	Lee	2 17	3,070	19	68
26	Martlew ..	1 9	2,600	10	26
	Warminger ..	47	2,800	—	28
	Buckley ..	1 45	2,770	—	27

The fourth day, the 22nd, opened most unpromisingly. A low pressure area had shifted to the south-west and such little wind as there was was easterly. In a cloudless sky overlying haze insulated the ground and the valley full of cold air was inert. A distance contest was declared. Only nine machines succeeded in crossing it to Mamtor, where slope and

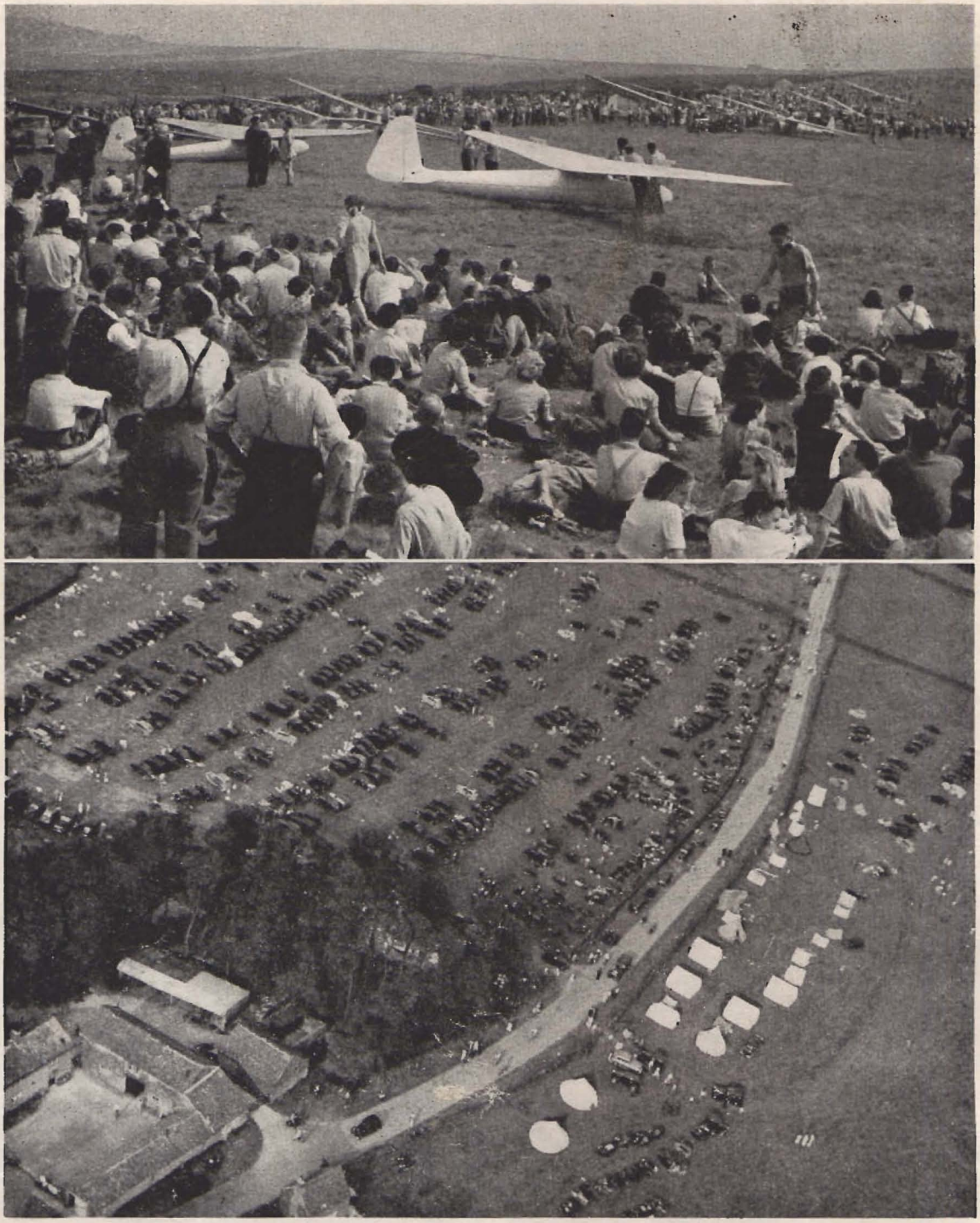


some thermal lift was available. With this start Bulling reached a point near Warrington, 36 miles away, for his Silver "C". Wills wisely chose a goal



Philip Wills, Kitty Wills and Christopher Wills.

half this distance away at Woodford and reached it. Murray had the greatest distance at 39 miles and also won the daily prize for height at 3,600 feet.



Top. Start after Lunch the first Sunday.

Bottom. View from the Club's "T21" about 2 p.m. N.B. The Club houses in bottom left-hand corner and open space between. Photos: A. Verity Derby and Lancs Club.





F/Lt. Mallet of the B.A.F.O. team and his "Weihe." Note the Radio mast.
Bottom. The Cambridge University Club "Kranich" being launched on the first Sunday afternoon. (Photos F. Slingsby.)

Pilot	Time hrs. min.	Height	Distance	Marks
Murray	3 42	3,620	39	114
Bulling	3 04	2,180	34	89
Neilan	2 45	2,600	30	86
Wills	1 30	2,700	17	68
Blanchard	3 15	1,300	32	64
Hurry	4 22	1,577	15	45
Smith, D. A.	4 18	2,300	11	23
Ward	—	—	11	—
Sowrey	—	—	11	—

The 9 o'clock news weather forecast was " Fair and Warm, cloudy, scattered showers, isolated thunderstorms " meant something and nothing. It was a matter of luck, but with a column of ' high ' over the ' north-west approaches ' gloom descended over Camphill and remained there for the next two days. A goal flight was the contest, but no one got away and no award was made.

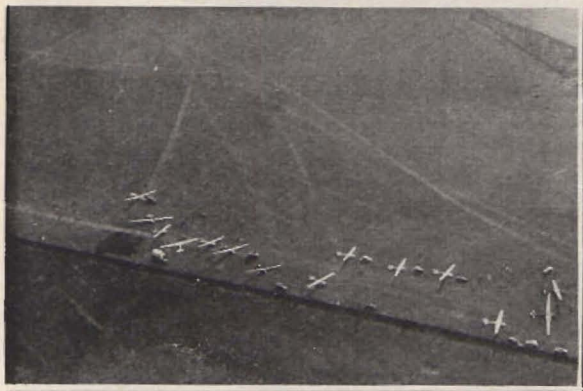
The sixth day seemed a little more hopeful, but low cloud persisted all day and prevented radiation and no one succeeded in the task which was an Out and Return to Peveril Castle.

Lord Pakenham, Minister of Civil Aviation, enlivened the seventh day, Friday the 26th, with a visit to the site and gallantly took a two-seater launch to 300 feet when the aircraft disappeared into cloud. There was obviously therefore no possibility of a contest, and noon was as dark as night. But in the few launches there were during the brighter periods, C. Stafforth won the spot landing prize—10" away and then came Saturday.

This day was completely dud until the evening when the west-north-west wind freshened and such of the crowd as had stayed to the end saw 14 sailplanes in the circus at heights from 30 to 900 feet, interspersed between which a couple of models gave a first-class display. Whilst this was going on the new " Slingsby Type 31 " (" Tutor " wings and a tandem fuselage)—had to descend into the valley. (This machine behaved extremely well, and is to cost £450—more anon.)

The last day at least promised to be hot with a little wind, but no thermals. And so it was. Some " cu " was visible miles away after lunch, but would have needed a rocket to reach it and it soon dissolved.

The static weather conditions, duly reported throughout the week by the radio in the 9 o'clock news as being no good for gliding, together with the crush on the first day, militated against a repetition on the second Sunday, by which date an adequate police force were available, but even though no pilot went away by air or soared beyond the hill slope, a quite respectable crowd of almost 1,000 were present in the warm afternoon sunshine of the late summer, and had as good a spectacle as they might be expected to see in a month of Sundays of 14 sailplanes " dicing " along the slope at heights of 100 to 400 feet.









1. *1st. day line up.*
2. *Briefing—Jock Forbes, E. Swale, Margaret Swale, Peter Cooper.*
3. *V. Blunt and American visitors (Miss Bela, Lt. Shanley, Col. Ott).*
4. *Joe Ortner (Argentine)* *(Photos : Furlong)*

As the competition ended at 4 p.m. there was little point in doing more than circle, so a duration for teams was declared and won by the Surrey Club. But by this time half the machines were packed and away down those precipitous slopes. Court won the spot-landing prize, being " bang on."

The daily prizes had been presented at the morning briefing. The other awards could not be worked out until the evening. Here they are :

Final Placing—Entrants, Gliders and Marks

(1) P. A. Wills (" Weihe "), 765 ; (2) Surrey Gliding Club (" Weihe "), 413 ; (3) L. R. Bulling (" EoN Olympia "), 394 ; (4) B.A.F.O. Gliding Club (" Weihe "), 384 ; (5) London Gliding Club (" Slingsby Kirby Gull IV "), 256 ; (6) Association of B.A.F.O. Gliding Clubs (" Weihe "), 256 ; (7) B.A.F.O. Gliding Club (" Weihe "), 180 ; (8) D.G.O. Hiscox (" Olympia "), 134 ; (9) D. A. Smith (" EoN Olympia "), 108 ; (10) Cambridge University Gliding Club (" EoN Olympia "), 105 ; (11) Imperial College Gliding Club (" EoN Olympia "), 79 ; (12) Cambridge University Club (" Kranich "), 79 ; (13) John Hurry, N. P. Anson, John Buckley (" EoN Olympia "), 72 ; (14) G. H. Lee (" Slingsby Gull I "), 68 ; (15) A. H. Warminger, R.A.F.V.R. (T) (Air Training Corps Sect.) (" EoN Olympia "), 28.

Final Placing—Individual Pilots and Marks

(1) P. A. Wills, 765 ; (2) F/Lt. P. G. Mallet, 384 ; (3) L. R. Robertson, 305 ; (4) G/Capt. W. B. Murray, 256 ; (5) F/Lt. R. C. Forbes, 180 ; (6) W. A. Kahn, 174 ; (7) L. Wright, 166 ; (8) R. H. Blanchard, 158 ; (9) D. Reid, 153 ; (10) D. G. O. Hiscox, 134 ; (11) D. A. Smith, 108 ; (12) A. E. Rowley, 90 ; (13) L. R. Bulling, 89 ; (14) J. C. Neilan, 86 ; (15) P. Murden, 79 ; (16) G. H. Lee, 68 ; (17) J. Hurry, 45 ; (18) A. H. Warminger, 38 ; (19) J. Buckley, 27 ; (20) D. E. Martlew, 26 ; no marks were gained by the remaining 37 pilots.

Cups

LONDONDERRY CUP (highest individual marks by Club team member).—F/Lt. P. G. Mallet (" Weihe ").

DU GARDE PEACH TROPHY (best Club team).—Surrey Gliding Club.

FIRTH-VICKERS TROPHY (best all-British performance).—L. Wright (" Gull IV ").

EoN CUP.—L. R. Robertson (" EoN Olympia ").

The Social Side

The Contests would not have been the undoubted success they were if it had not been for the extremely happy spirit which animated everyone. Except for meals—and this was understood and provided for—the Club threw its premises open to the competitors, but the Bar and the unremitting service of Mr. and Mrs. Mercer and helpers in the Bar and kitchen kept everyone satisfied. The dry summer had caused a water shortage, but this and thermals was the only shortage. And then, on the Saturday night the open U-space between the buildings was the scene of a floodlit open-air party which went on from 9 p.m. until the small hours at least. The " turns " were provided by the members and guests and were both brilliant and funny. Chiefly remembered were Jock Forbes on the bagpipes, Peter Cooper's songs, brilliantly accompanied by the younger Dickson. Whoever wrote the words and music of " Calypso " possesses talent of a very high order. " Doc " Slater's songs at the piano and later his performance on his tin whistle of a skit on the bagpipes was done so well that even Jock could not forbear to cheer, and his " Eine Kleine Nachtmusik " a gem. The piece of the evening was Pop Furlong's fooling in an imaginary two seater (dressed as a buxom and well-endowed lady of middle age) and made at least one spectator ache with laughter. It emerged from his remarks that " he " was Streamlined Jessie and Laminar Flow, his niece (not Ann Douglas's sister as had been erroneously reported in Ann's absence). But Fred Harris' performance as a Gliding Parson, with choir, hymns, psalms, lessons and Epistle of St. Basil (Meads) was screamingly funny, and his later turn as a female impersonator was no less amusing. But it was then nearly midnight and whatever excellent turns appeared thereafter must go unrecorded as at this point the Editor returned to Tideswell and bed.



Pop Furlong (Streamline Jesse—Aunt of Laminar Flow) and the two-seater Slingsby T21

U.L.A.A.

These notes will appear next month.

The Editor wishes to appoint a personal assistant. Knowledge of Gliding, London residence essential. Typing an advantage also simple accounts. Letters please.

WANTED.

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NEWS FROM THE CLUBS

C.U.G.C.

This month's notes have to cover last month as well, since during June any time Club members had to spare from flying was devoted to examinations.

The "Cambridge I" returned from its enforced holiday at Weston-super-Mare just in time to be packed to take to the Long Mynd on June 14th. With it went the "Olympia," "Kranich" and "Prefect," the whole lot being fitted into three trailers by the expedient of carrying wings externally on brackets. As far as slope-soaring was concerned, the camp was duff, as the west wind failed to oblige, but some thermal hours were put in. However, the ten days were enjoyed by all, even including the candidates for a psychiatrist who elected to sleep on the roof of the hangar! At the end of the camp. Jimmy Grantham made a goal flight to the Gloucester Club's site at Staverton, taking with him, packed in the "Olympia," his pyjamas and toothbrush. A small team took the trailer over, and spent a few pleasant days' flying there. Our thanks are due to the Midland and Gloucester Clubs for their hospitality.

The Long Vac Term activities were given a good start by Jimmy Grantham and Basil Bell, who, on July 24th, climbed the "Kranich" from 1,400 feet to 11,400 feet, from a 2,200 feet aero-tow. This, our mathematical members assure us, is a gain of height of 10,000 feet, which we reckon breaks the British two-seater height record. This is, of course, subject to official confirmation. Two days later, Basil Bell proved that he was by no means a sleeping partner in this flight, by taking our "Prefect" on its first cross-country. From Marshall's, he flew to Bradwell-on-Sea, near Clacton, a distance of 45 miles, and reached 7,800 feet en route. So now he only has to sit on a hill for five hours to get his Silver "C." Basil tells some curious tale about finally deciding to go away when he was over Saffron Waldon at 700 feet!

The "Prefect" was not destined to stay at home for long. On August 4th, David Brown (so called because his initials are G.S. and there are only six Davids in the Club already) flew down to Leiston, near Saxmundham, a trip of 60 miles. While on the job he got Silver "C" duration and height, but will of course have to repeat one leg before getting the badge. During one of his climbs in cloud David claims to have composed a song, but he lost it in a subsequent downdraught. The remarkable thing about this trip is not, however, his musical accomplishments, but the fact that before May 18th, 1949, he had never been airborne. Can anyone beat ab initio to Silver "C" standard in eleven weeks?

Pip Holman, our honorary rope- and wire-basher, recently caused a little alarm and despondency by inadvertently supplying an aero-tow rope of twice the normal length. This passed un-noticed until after a couple of trips in which the "Tiger" vanished over the horizon before "All-out" was given!

The Mechanical Sub-Committee has been hard at it, as usual. The Fordson has been re-painted, and the words "Cambridge University Gliding Club" and "Have you remembered the hangar key?" have been painted all over it. Quantities of scrap-iron have been removed from the "Chev" gear-box. A team has been at work beautifying the Cambridge trailer, preparatory to selling it to anyone who has a "Prefect" or "Grunau" and no trailer for it.

In conclusion, we may record that the normal Club activities (training at Bourn, eating at Nina's, drinking cocoa in King's) have continued unabated.

PORTSMOUTH GLIDING CLUB

Its been many months since club notes have appeared in *Sailplane* but this doesn't mean a falling off in enthusiasm and endeavour. On the contrary, we are gradually growing in strength and whilst the process might appear, a trifle slow it should be remembered that every piece of equipment we possess has been built by members, thus ensuring that our financial position is always in a healthy state.

Our "Dagling" has completed over 1,200 launches during the past year and our modified "Grunau Baby" has turned out to be first class in every respect.'

Ken Fripp flew from the Airport to Ewhurst Green on the 29th of May, thus completing his Silver "C." He tried to reach the Surrey Gliding Club at Redhill but owing to the lateness of the hour couldn't make it and landed in a small meadow at 6.45 in the evening.

An Air Display organised by the Air League was held at the Airport on the 19th of June and Ron Clear was aero-towed to give a demonstration of soaring. Whilst he was circling aloft Peter Davis floated around serenely in the "Grunau, showing the aircraft off to its best advantage.

Later in the programme Ken Fripp was aero-towed to 4,000 feet and aerobatted the "Ventura" down.

Owing to a kind invitation our Annual Camp was held at the Southdown Gliding Club's site at Friston/Sunday, 24th July, N.E. wind. The "Ventura" and "Grunau" with Fripp and Dollery aboard made thermal contact on their first launches and were soon high up with the Southdown "Tutor" and "T21B" for company. The visiting "Cambridge" flown by Hatcher had a circuit but unfortunately couldn't make any contact. Maximum heights reported by the pilots were "T21," 2,300 feet, "Tutor," 2,600 feet, "Ventura," 2,800 feet and "Grunau," 3,000 feet.

This 57 minute flight by Dollery was a very fine effort and earned him one of the best "C" certificates we have ever witnessed.

Monday, July 25th was a very hot day with a light S.W. wind,

insufficient to keep anything in the air, so good progress was made with the training squad and all were promoted from the " S.G. 38 " to the " Cadet."

On *Tuesday, 26th July* began the strong S.W. winds which lasted throughout the remainder of our camp.

During the morning only delayed descents were possible but the wind gradually increased and it was possible to keep up over the West slope.

Alan Hillyer got his " C " with a polished 27 minutes in the " Cadet."

In the evening the wind dropped somewhat but a little later the lift mysteriously improved and one after another the sailplanes were launched and were soon mere specks viewed through gaps in the clouds which were forming above the valley.

Peter Davis had a nice steady flight of 1½ hours thereby qualifying for his " C." John Billeness and Ray Brigden flew the " Ventura " and both evidently enjoyed themselves, Ray taking it to Alfriston and back. Ken Fripp was launched last of all in the " Ventura " and followed a line of clouds stretching inland. When he came down below the clouds he found that (a) he had gone too far inland, and (b) conditions were deteriorating. He scraped back to the cliffs but slowly sank towards the beach and landed safely on a sand bank. Holiday makers helped him lift the machine back to the beach.

Wednesday, 27th July—A washout as far as flying was concerned. Although there was a good soaring breeze low cloud kept us on the ground, so work was put in on the trailer and the Southdown Club's second " Tutor."

Thursday, 28th July.—A strong S.W. wind prevented any training and some cliff soaring hours were put in with the " Ventura " and " Grunau," whilst the Southdown flew their two " Tutors," " T21B " and " Cadet." " Grunau " times were—Parslow 2 hours 21 minutes, Dollery 2 hours 33 minutes, Davis 2 hours 5 minutes and Fripp 3 hours 37 minutes in " Ventura."

Friday, 29th July—The S.W. wind was even stronger to-day and Peter Davis who flew 3½ hours was seen to be going backwards at times owing to his light weight. Other times were—Dollery 2¼ hours, Fripp and Parslow in their " Ventura " 1¾ hours.

Saturday, 30th July—The soaring wind was still with us but what with much merry-making in the evenings and flying fees, to say nothing of the odd hour or so in the " T21B," most members found the financial strain beginning to tell.

However Parslow, Dollery, Fripp and Davis soared the " Grunau " and " Ventura " for a total of several hours and Jack Willard got his " B."

Sunday, 31st July—The wind rose in the night until by dawn it was blowing at gale force and flying was scrubbed for the day. The gale lasted for the remainder of our camp and it was with regret that we broke camp and made tracks for home. The members of the Southdown are a grand bunch of fellows amongst whom it was a pleasure to work and fly, and we feel that much of value has been learnt on both sides. Altogether 80 hours 49 minutes of soaring were put in.

Saturday and Sunday, 6th and 7th August—Primary and advanced training was put in with the " Dagling " and " Grunau " but on both days the wind gradually increased in strength until primary training had to stop.

Saturday and Sunday, 13th and 14th August—Light South Westerly wind. Very hot weather with cloudless blue skies. Training was carried on and a series of short soaring flights were made. Around mid-day on Sunday Dollery struck some lift at 600 feet and by using a series of thermals worked his way up to 4,100 feet. When down to 300 feet and preparing to land he again whistled up to over 3,000 feet just to show that there was nothing up his sleeve. He landed after 1½ hours.

DERBYSHIRE AND LANCASHIRE GLIDING CLUB

Club Notes

Saturday, July 2nd. Wind S.W.5.

After half a dozen circuits, Fred Breeze caught a thermal up to 3,000 feet. Curly Bulling in his " Olympia " managed a quarter of an hour but was unable to make proper contact. Geof. Russell also did a quarter of an hour in the " Tutor." Around 8 p.m. the " T.21 " showed signs of staying up indefinitely and Harry Ashton was sent off immediately in the " G.B. " to try and catch the evening thermal. Harry only managed to reach 350 feet on the launch and came down so fast he had only time to drop the wire, turn and land within 100 yards of the winch. This violent sink on the Edge is not an unusual occurrence when there is an evening thermal. In the meantime the " T.21 " maintained 1,000 feet with ease.

Totals. 24 launches. 3 hours 44 minutes.

Sunday, July 3rd. Wind S.W. to W. 10.

The tephigram showed a good lapse rate but owing to the absence of wind the first machine was not launched until 12 noon. Shepard took off in the " T.21 " and went straight up to cloud base at 4,500 feet. The two-seater was consistently successful throughout the day and both Smith and Thomas took it to over 3,000 feet. Shep. also took his " Olympia " to 4,100 but Jim Tweedy in his " G.B." spent two hours stooging around at over 5,000 to gain his silver " C " height.

Totals. 52 launches. 4 hours 53 minutes.

Saturday, 9th July. Wind West 0/5 m.p.h.

Still no wind but the ab initios rejoiced, Illidge and Clark made a start on slides and Mogg and Dennis did hops. Most of them also had a ride in the " T.21."

Totals. 25 launches. 31 minutes.

Sunday, 10th July. Wind West 0/5 m.p.h.

The Clerk of the weather must have a soft spot for Camphill, for after a hot still morning, a light north westerly breeze sprang up and enabled us to put in 18 hours in the later afternoon and evening. Before lunch the primary squad settled down to some steady training. Ann Tye retrieved her reputation with some faultless hops and Charles Mogg and Phil Dennis had some high hops.

The freshening breeze brought the private owners out after tea but before we really got going, we had a typical gliding flap for half an hour. Winch No. 1 broke a wire, winch No. 2 threw its bollard clutch out on two successive launches and dropped an

"Olympia" into the pond, fortunately without damage, a beaverette quietly left the field with a front axle bearing shot and someone dropped an immaculate Wolseley saloon down a drain.

Totals. 87 launches. 18 hours 31 minutes.

Saturday, 16th July. Rain.

The majority of members went to Manchester for some Link training. Harry Midwood takes charge of the Link which is accommodated in the corner of a large garage. Some of the members who have been to Manchester, seem to be making good progress. Derek Roper in particular is probably looking forward to putting his Link training to the real test in the National Contests.

Heard over the Link inter-com.

"I say old man, isn't it a good thing you got your Gold "C" height in a standing wave?"

Saturday, 23rd July. Wind South 5 m.p.h.

This was the first day of our members' camp. Mr. Slingsby has been good enough to lend us his new prototype tandem two-seater trainer "T.31." This machine is in many respects similar to a "Tutor" and has "Tutor" wings. Our first essay with the "T.31" was with Wally Godber who had ten circuits during the course of the day. Two welcome visitors were Bill Tweedy from Newcastle and Alan Ash from Australia.

Later in the day, the wind veered on to the west slope and enabled us to put in a few hours soaring.

Totals. 48 launches. 8 hours 15 minutes.

Sunday, 24th July. Wind West 10 m.p.h.

The primary squad was out in the morning and Clare, Calderbank and Ann Tye had some slides and hops. In the afternoon Gerry Smith in the "Olympia" and Bill Elrington in his "G.B." reached 3,800 and 3,500 respectively. No other pilot managed to soar.

Totals. 74 launches. 11 hours 46 minutes.

Monday, 25th July. Wind West 10 m.p.h.

Curly Bulling soared the "T.31" for the first time with Wally Godber under instruction. The performance of the "T.31" was rather a surprise. There seems to be no particular difficulty in keeping well above the "Cadet" and almost up to a "Tutor" except when the pilot of the latter is above the average ability.

Conditions improved gradually and several pilots managed to reach 2,500 in thermal lift. Bert Wardale treated himself to two hours in the Club "G.B." and Barbara Richards had nearly half an hour in the "Cadet."

Totals. 48 launches. 16 hours 46 minutes.

Tuesday, 26th July. Wind West 20 m.p.h.

A further improvement in the weather gave us 30 hours to-day, but maximum height did not exceed 1,500 feet. Godber profited by his "T.31" experience and took a very good "B" certificate.

Totals. 39 launches. 30 hours 20 minutes.

Wednesday, 27th July. Wind West 15 m.p.h.

A similar day to yesterday. The "Cadet" pilots put in a large number of the circuits but the "Tutor" pilots had a field day. Geoff and Leslie Russell had two hours between them, Alan Ash and George Blomfield had the best part of an hour each. Harry Cook was converted to the "G.B." Wally Godber took a "C" with 15 minutes in the "Cadet."

Totals. 56 launches. 24 hours 23 minutes.

Thursday, 28th July. Wind West 30 m.p.h.

For the first time during the week, we felt justified in bungy-launching. Brothers Bill and John Tweedy took off for their five hour tests. It was a great disappointment to us all when Bill landed after 4 hours 5 minutes "licked to the wide" by the rough conditions. John, with much greater experience of the site and the machine he was flying, finished the course. A hog-calling contest began to-day with the odds 100-1 bar two. Curly insinuates himself into any machine that happens to be lying around with a disarming diffidence impossible to resist. He is believed to be engaged on working out a scheme for flying two machines at once, thus doubling his flying time without any additional effort. Gerry runs him a close second but the result will probably depend on pure stamina.

Totals. 25 launches. 35 hours 5 minutes.

Friday, 29th July. Wind West 30 m.p.h.

Unfortunately, it was too rough for the "Cadet" and "Tutor" but every other machine in the Club stayed in the air all day with brief intervals to change pilots. This was only a kind of General Post because most of the pilots merely landed and got straight into another machine.

Totals. 42 launches. 50 hours 30 minutes.

Saturday, 30th July. Wind West 20 m.p.h.

There is rather a temptation to label any lift over 2,000 feet as standing wave. Nevertheless, there were lenticular clouds both behind and in front of the site and Stan. Armstrong, Louis Slater and Alf. Verity reached nearly 4,000 feet, well above the lenticulars. Machines launched after noon had a difficult job to stay up, in spite of the wind strength.

Totals 36 launches. 18 hours 15 minutes.

Sunday, 31st July. Wind West 25 m.p.h.

A repetition of last Friday. Nothing less than a "G.B." was flown but everyone who could fly a "G.B." had as much flying as he wanted. Although we hoped to have some cross country flights, no really good opportunity presented itself.

Totals. 60 launches. 42 hours 45 minutes.

Monday, 1st August. Wind West 15/20 m.p.h.

Gerry Smith, forewarned by his tephigram, rigged his "Olympia" before the rabble had finished breakfast and was launched at 10.15. He reached 7,800 fairly quickly and was joined by Armstrong, who reached 7,600 and Faulkner, who hung on until he had topped 8,000. By 11.30 the wave had disappeared. This is the third time this year that the first one or two launches only have contacted a wave and it seems to point to a wave caused by the normal diurnal variation of temperature. One of these days, someone is going to take the fearful risk of getting up too early on the chance of getting Golden "C" height on a plate. Incidentally, the evening wave which we catch more regularly (everybody is out of bed by sunset) may also be caused by diurnal variation as it

usually occurs at a time when the ground temperature is falling rapidly.

The better conditions deteriorated by lunch time but Kathleen Bodell just managed to squeeze in her "C" certificate in the "Cadet" before the lift faded altogether.

Totals: 41 launches. 28 hours 54 minutes.

Tuesday, 2nd August. Wind W.20.

One or two members stayed on for the fag-end of the camp. The morning was wet, cold and windy. After one or two uncomfortable rides, we packed up for lunch. As if to brighten the holiday to the very last, the sun came out and the wind swung round on to the north-west slope. We flew until nearly 8 p.m., but there were so few members left to take advantage of it that there were only enough to keep one machine in the air at a time.

Totals: 12 launches. 7 hours 4 minutes.

Totals for July: 616 launches. 265 hours, 44 minutes.

SCOTTISH GLIDING UNION

This year's first Holiday Gliding Course, with Andrew Thorburn as instructor and Peter Labarre as winch-driver, ran from 16th to 23rd July and seemed to be thoroughly enjoyed by all its nine members. Douglas Nicol and Andrew Thomson led off with "A" Certificates on Monday the 18th. On Tuesday, Arthur Lucas, a power pilot, got his "A" and "B" and joined the S.G.U. as a full member on the strength of it. Fay Robinson and Joe Kerrigan, of Cork, took their "A"s next day; Joe stayed on at Balado to help with the next course and surprised everyone, including himself, by apparently soaring the "S.G.38" in a strong wind. At any rate, he won his "B" Certificate. On Thursday the 21st Alistair Munro, and on Friday the 22nd Grace Barrington (Mr. Fyfe's daughter) got their "A"s, rounding off a total of 7 "A"s and 2 "B"s. J. Macdonald and Bob Riddell, members of last year's Courses, increased the total of launches in their log-books; we were very glad to see them back again.

The following week, the Air Rangers' Course took place, but this will be reported in detail next month, when we hope to have some photographs.

Club members flew the "Cadet" and "Tutor" as usual on the 23rd, and Ron Flockhart flew the "Olympia" now owned by a syndicate of Club members. On Sunday the 24th, there was a good turn-out for the Annual General Meeting, but little flying, although Peter Labarre had an aero-tow in the "Eon Baby."

For the next week-end, there was a young gale blowing, and no flying was done. Hal Thorburn organised the transport of the "Cadet" up Bishop Hill on Saturday the 30th, and on the 31st the Club improved the anything but shining hour by painting the Clubrooms.

THE BRISTOL GLIDING CLUB August 1949

Much encouraging progress is to be recorded this month. A full complement of Club vehicles and aircraft at Lulsgate has kept everyone happy, and Lulsgate has had its fair share of thermals. Good weather has also blessed the very successful instructional courses.

We are especially pleased to congratulate Maurice Chantrill on the completion of his Silver "C" with a fine flight of 84 miles to White Waltham in the Club "Olympia." Maurice took a very great part in reviving the Club after the war and has been very unlucky on his previous cross-country flights. This flight was particularly interesting in that he was launched to 1,000 feet by auto-tow. We wonder if this is not the first Silver "C" cross-country leg to be completed from an auto-tow launch.

Then there is the two-seater, a long-felt want which is now to be satisfied. By early September we shall have taken delivery of our Slingsby "T.21B." This aircraft will greatly help our ab-initio training commitments which are always so encouragingly heavy. Soaring members too are eagerly awaiting the arrival of this pleasant two-seater for the opportunity to keep one's flying right up to scratch with an occasional dual check is appreciated to be of great value. We are sure that our many Associate members and friends will also derive much pleasure from it.

Finally—Roundway—during the past ten months we have been negotiating for a hill site in order to increase further the soaring hours put in by our aircraft. Due to the co-operation of the farmer and numerous Government Departments too many to mention here, all of which have finally proved most sympathetic; the Club has been fortunate in obtaining permission to establish a hill soaring site at the top of Roundway Down. Roundway is on the edge of Salisbury Plain just north of Devizes and 31 miles from Bristol by road. It offers a mile of soarable west-facing chalk slope rising to about 400 feet above the surrounding country. Soaring may also perhaps be possible on small slopes facing north and south. Quite a lot of gliding has already been done at Roundway in 1931. H. W. Krause, who was touring the country with his sailplane on behalf of Lyons Tea, slope-soared above the hill after being bungey-launched with the help of the then Wiltshire Gliding Club. In 1938 the Cambridge Gliding Club, whose agreeable nomadic habits during vacation had brought them via the Dorset cliffs up to Wiltshire, arrived at Roundway on June 21st, the first pilot to be launched rose in hill lift to 600 feet and then disappeared in thermals across country, to be followed on later occasions by many others. In the autumn of that year, Maufe and Turner of the Bristol Club were bungeyed off in the "Grunau Baby" for several hours of pleasant soaring.

The Club has the use of a large smooth field stretching right to the edge of the best part of the slope and both bungey-winch launches (eventually with 3,500 feet of wire) will be used. The site will for the present be run in parallel with Lulsgate.

In a sheltered hollow to the edge of the flying area are farm buildings, comprising cottages, barn and out-houses. These are to become our Club House and workshops etc. When we last saw the site a steam roller was laying a metalled surface to the wide lane leading up to within 25 yards of the "Club-house"! Much pioneering work, however, remains to be done to the site, but flying parties will be possible once the harvesting of the field reveals the grass with which we have had the corn undersown. We shall be there to see the last of the bunnies bolting from centre of the corn!

LETTERS TO THE EDITOR

RAF, Brize Norton,
Oxford.
7th August, 1949.

SIR,

It was with a warm glow of happiness that I read Doug. Campion's News Letter from Gutersloh, BAFO, in your July issue.

What a flood of memories it released : memories of glorious flying weekends, weekends when the snow lay over the landing strip ; weekends when the grass was brown and dry, but weekends of unallayed joy for all that. Came back too, memories of landings from six feet in the " Prime," and turns with the " Grunau " wing-tip brushing the grass ; Herr Krongfeld's despair—and bob fines !

I am sure that I speak for many other BAFO gliding exiles when I express the hope, Mr. Editor, that you will always find space in your columns to publish these News Letters from the BAFO Association of Clubs. We are always keen to hear news of our old clubs.

Good hunting, Gut., and may your thermals be many and brightly coloured.

I am,
Yours faithfully,
C. STEWART.
(575838 Cpl. C. Stewart).

574737 Sgt. D. Campion,
16 Squadron, c/o Sergeant's Mess,
R.A.F. Gütersloh,
B.A.F.O., c/o B.A.O.R. 15
Sunday, 31st July 1949.

Dear " Perplexed,"

Before I make any comments regarding the subject of your letter appearing in the current issue of the *Sailplane and Glider*, I feel I must inform you that I wouldn't be at all surprised if I know you.

You mention " German Gliding Instructors," which has led me, rightly or wrongly, to believe that part of your training was carried out in B.A.O.R.

Now for the subject in question. Whilst I firmly believe that some people in early stages of gliding training develop a " twitch " which ultimately results in overworked controls, " chasing the stick " is absolutely necessary, in certain conditions, for the most experienced pilot to make the best of what he's got.

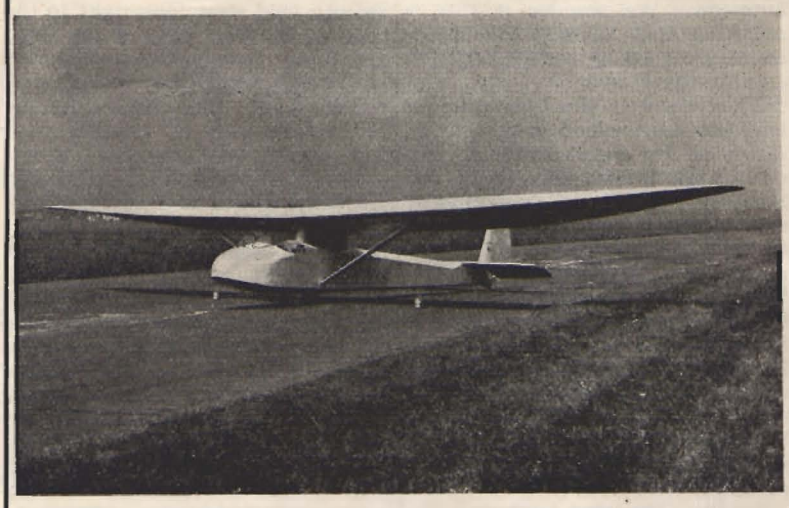
The person with the " twitch " is learning and is not fully-confident, and is always trying to find " centre," as it were. Or perhaps he is over-anticipating *small* disturbances, which all gliders and most sailplanes will overcome automatically.

The experienced pilot, on the other hand makes all control movements instinctively, and there must be a *reason* for every movement. Let's take the case of an experienced pilot who meets a " smooth " thermal. He will, in a very short space of time have manoeuvred his sailplane in to an orbit concentric to the thermal, with constant rate of climb all the way round. In these conditions the sailplane will practically fly itself, because of its stability. It may be necessary to hold off bank slightly, according to the rate of turn, but that is all.

Unfortunately, not all thermals are smooth. There may be a gusty wind blowing, or one might be unfortunate enough to enter the tail-end of a thermal where conditions are very bumpy sometimes.

Again, the thermal may be very small which means that the pilot is rather between two fires. A steep turn means that the effective wing area is cut down to a minimum,

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and, although the sailplane may be right in the lift, nothing will be attained. Lessen the rate of turn too much and we have the sailplane circling outside the lift. The correct turn may leave the pilot circling in the turbulent fringes of the thermal.

In all these conditions the pilot has to struggle to maintain an accurate turn—gusts and "bumps" upset bank and turn as well as fore and aft level—so we get "chasing the stick."

Hill soaring can present the same hard work. Gusty winds and irregular hill contours make the air turbulent.

Have you ever watched sea-gulls cliff soaring? Noticed the way their wing tip feathers and tail feathers are always correcting. Sea-gulls should know how to fly!

All I have written is, of course, my opinion and I may be on the wrong track altogether.

There is just one more point which I consider is of great importance. It is essential that any movement of any control surface should be made as *smoothly* and as quickly as possible. It is common sense to keep the movements as small as possible and to make corrections only when necessary. Much depends on the speed at which the machine is flying as to how *much* correction is required. How *often*, depends on flying conditions.

So with that, I will close, hoping you may find something of help in what I've written.

Yours sincerely,

W. D. CAMPION.

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

JULY, 1949

GLIDING CERTIFICATES: "A" .. 146 (10286-10431 inc.)
"B" .. 60
"C" .. 29
Silver "C" .. 6 (221-226)
Gold "C" .. 1

"B" CERTIFICATES

No.	*Name*	*A.T.C. School or Gliding Club*	*Date taken*
1931	Donald Alfred Garner	68 G.S.	17.4.49
3717	Gerald Norman Roberts	130 G.S.	10.7.49
4560	Kenneth Kolbe Marriott	Cambridge U.G.C.	28.1.49
4617	Peter Leo O'Brien	168 G.S.	19.6.49
4875	Joseph Johnston	No. 5 G.S.	12.6.49
6539	William S. Adamson	Scottish G.U.	26.6.49
7073	Anthony Peter McDonald	R.A.F. Cranwell	22.6.49
7365	Anthony Samuel Lee	R.A.F. Cranwell	22.6.49
7708	Anthony James Lucking	Surrey G.C.	25.6.49
7789	Frederick George Clarke	130 G.S.	10.7.49
8378	Grenville David Tucker	Halton Apprentice	30.6.49
8548	Percy Alexander Tiley	Fulmar G. and S.C.	6.2.49
8970	Peter John Colin Scott	Surrey G.C.	25.6.49
8984	Gray McAlpine Bacon	R.A.F. Cranwell	12.6.49
9307	Thomas Pierson Walker	London G.C.	1.7.49
9828	David John White	125 G.S.	10.7.49
9955	Donald Brading Bessant	Halton Apprentice	29.6.49
10183	Victor Frederick George Tull	Southdown G.C.	10.7.49
10225	Ronald William Tull	Southdown G.C.	10.7.49
10240	Phyllis Mabel Grace Lewis	Southdown G.C.	10.7.49
10275	George Schneider	Southdown G.C.	2.7.49
10292	Laurence Thomas Costigan Heard	Army F.C.	12.6.49
10294	Geoffrey Howard Edmunds	Bristol G.C.	25.6.49
10295	Leonard Joseph Williams	12 Group G.C.	19.6.49
10296	Ronald Thomas Willbie	Southdown G.C.	17.4.49
10297	Ian Duncan Stewart Cunningham	R.A.F. Cranwell	12.6.49
10298	Henry Albert Brain	162 G.S.	5.6.49
10299	Peter Sumner Wilson	Empire T.P.S.	16.6.49
10300	Ivor Hector Shattock	Luneburg G.C.	4.5.49
10301	Jan Aubry King	London G.C.	6.7.48
10302	Stuart Nimmo Sloan	130 G.S.	15.5.48
10303	Hubert Gordon Davies	Reserve Command	15.4.49
10308	Geoffrey Brian	Gloucester G.C.	23.1.49
10313	John Robson Rogers	R.A.F. Cranwell	19.6.49
10317	Kenneth Ronald Davis Tucker	Wahn G.C.	6.2.49
10325	David Nursaw	R.A.F. Cranwell	22.6.49
10326	Gordon George Ralph Miller	Portsmouth G.C.	15.6.49
10327	David Edmund Fletcher	Gloucester G.C.	12.6.49
10338	William Neil Slater	Slingsby F.C.	16.6.49
10339	Tadeusz Adam Cienciala	London G.C.	1.5.49
10343	Alwyne Otley Sutcliffe	Bristol G.C.	25.6.49
10344	William James Miller	Halton Apprentice	2.6.49
10345	William Thomas Leighton	12 Group G.C.	19.6.49
10346	David Robert Clayton	Cambridge U.G.C.	5.5.49
10363	Colin Percy Howse Kunkler	Reserve Command	15.4.49
10365	Hamish McIntosh Gass	No. 5 G.S.	10.7.49
10376	Roy Ernest Webster	R.A.F. Cranwell	12.6.49
10377	Robert Hawley	Uctersen G.C.	27.4.49
10381	Cyril Geoffrey Alington	Hereford G.C.	12.6.49
10386	John Knight	Bristol G.C.	25.6.49
10388	Charles Wilkinson Bewick	Oerlinghausen G.C.	13.7.47
10394	L. Sydney Phillips	23 G.S.	30.3.48
10401	Charles Henry Willis	126 G.S.	9.7.49
10402	Eric John Watts	Hereford G.C.	10.7.49
10412	George Spencer Brown	Cambridge U.G.C.	11.6.49
10416	Denis Oswell	42 G.S.	17.7.49
10417	Barbara Elizabeth Ramsey Green	Cambridge U.G.C.	25.2.49
10424	Harold Roy Radford	R.A.F. Cranwell	22.6.49
10427	John Walker	No. 5 G.S.	10.7.49
10431	Laurence Goodwin	Surrey G.C.	11.7.49

"C" CERTIFICATES

2302	Ivor Edward Moss	83 G.S.	3.7.49
2780	Jack Percival George Rogers	92 G.S.	3.7.49
3709	Lawrence Block	Southdown G.C.	26.6.49
3234	John Clement Everitt	126 G.S.	10.7.49
4114	Geoffrey Lawrence Cornell	104 G.S.	5.6.49
4361	Alan James Brook	Hereford G.C.	3.7.49
4560	Kenneth Kolbe Marriott	Cambridge U.G.C.	8.7.49
5197	William John Hyde	146 G.S.	27.7.48
5320	George Furniss	24 G.S.	3.7.49
6437	Bryce Hubert Smith	105 G.S.	10.7.49
6738	David Edwin Tulett	Southdown G.C.	25.6.49
6776	Leonard Henry Thompson	Cambridge U.G.C.	23.6.49
6808	William Henry Tweedy	Newcastle G.C.	29.3.48
6818	David Patrick Lindsay Scallow	Surrey G.C.	30.9.48
7862	Geoffrey Ratcliffe	Handley Page G.C.	3.7.49
9186	Bernard William John Scott	83 G.S.	3.7.49
9688	Maurice Arthur John Tugwell	Army F.C.	3.7.49
9758	John Graham Murray	Southdown G.C.	25.6.49
10299	Peter Sumner Wilson	Empire Test Pilots	22.6.49
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10303	Hubert Gordon Davies	Reserve Command		18.4.49
10339	Tadeusz Adam Cienciala	London G.C.		28.5.49
10346	David Robert Clayton	Cambridge U.G.C.		25.6.49
10377	Robert Hawley	Uetersen G.C.		28.5.49
10388	Charles Wilkinson Bewick	Oerlinghausen G.C.		9.8.47
10394	L. Sydney Phillips	23 G.S.		6.6.48
10412	George Spencer Brown	Cambridge U.G.C.		9.7.49

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No.	*Name*	*Certificate No.*	*Date Gained*
221	D. H. Dennett	1546	27.6.48
222	G. R. E. C. Gregory	6903	3.7.49
223	J. Hose	7721	28.5.49
224	W. T. Fisher	436	2.7.49
225	M. V. Laurie	283	18.6.49
226	F. G. Irving	6916	20.7.49

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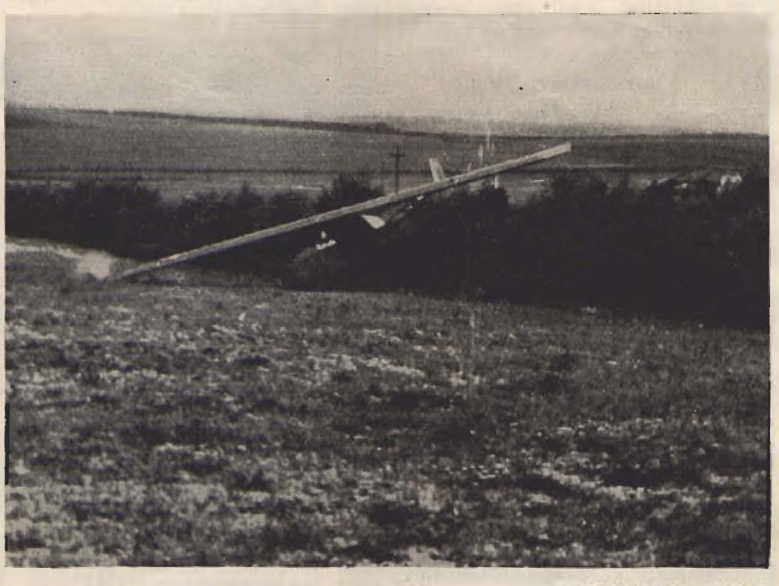
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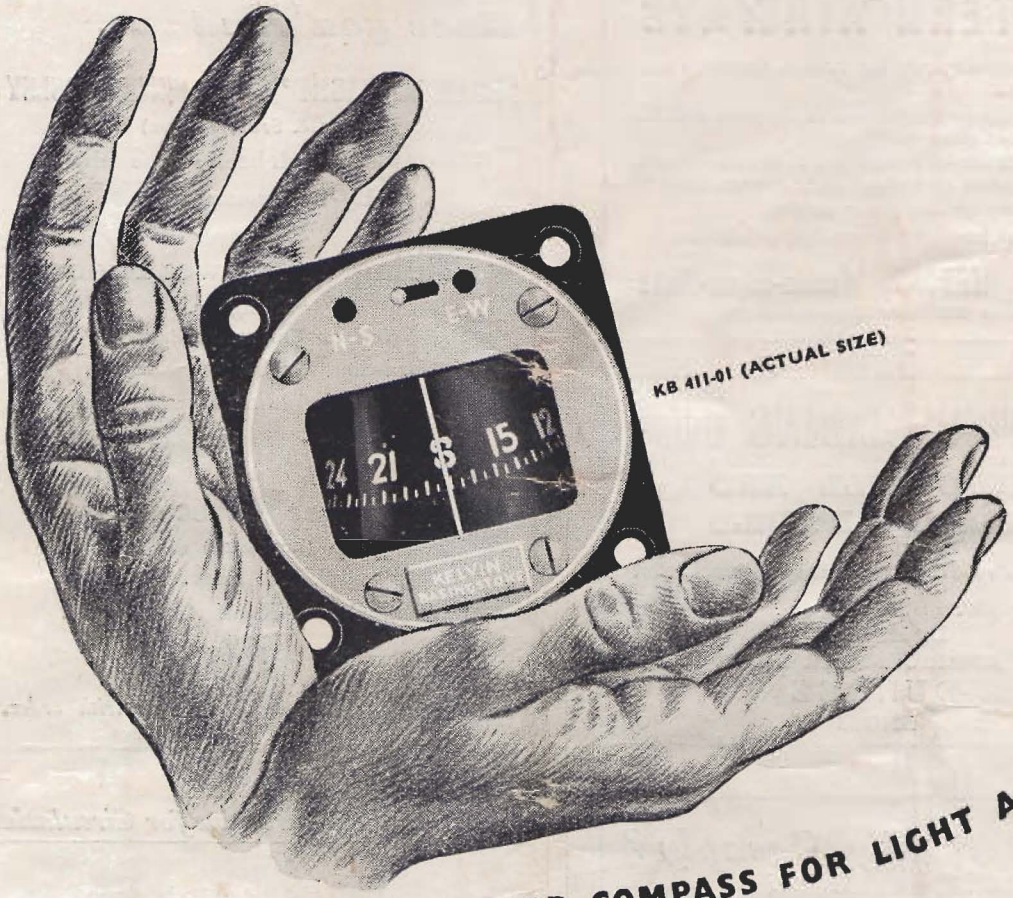
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