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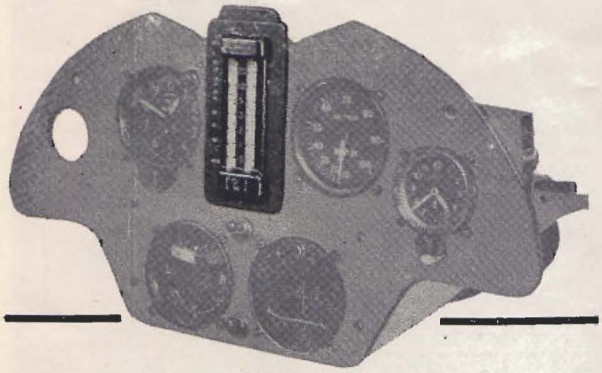


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THE FIRST JOURNAL DEVOTED TO SOARING AND GLIDING

SEPTEMBER 1951 ★ Vol XIX No 9

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COVER PHOTO:
National Gliding Championships, Great Hucklow, Derbyshire: Coming low over the hillside is the 'Eon Olympia,' London Gliding Club entry, trying to gain height for the 'Any Goal' event. Pilot is C. A. P. Ellis.

Editorial

TWENTY-ONE YEARS AGO

SEPTEMBER 6, 1930, the first issue of *Sailplane and Glider* was published. It was an eight-page paper of which two and one-third pages were occupied with advertising from firms who have now gone out of business in the gliding field, although the R.F.D. Co., of Guildford, were claiming that they had supplied twenty-five gliders throughout the country. The only other advertisers still in business were the London Gliding Club and E. T. W. Addyman of Starbeck, Harrogate, who was offering to act in a consulting capacity. The Editorial, written by Thurstan James, after mentioning the work of the pioneers, e.g., Lt. Percy Pilcher, R.N., who was killed near Northampton when his glider collapsed, and Lt. Dunn (then still alive), who had experimented with an inherently stable glider in 1907 at Blair Athol, and Gordon England, still with us, went on to notice the secession of the Northern Clubs Harrogate, Bradford, Newcastle, Bolton and Connonley from the B.G.A., and the formation of a Northern Gliding Association. The B.G.A. had its own journal ("Why call it a journal when it appears at intervals of months?" asks Thurstan James) and Howard-Flanders had resigned the post as Secretary of the B.G.A., although he continued to edit the journal. An article by him on "Some Aspects of the Gliding Movement" mentioned some points about design and referred to the meteorologist as a "wind guesser". He concluded by saying that surely there were places where there was the possibility of motorless flight being a means of commercial transport. There were two notes about new clubs at North Kent and Bradford and a two-page article describing the 11th Gliding Competition at the Wasserkuppe, illustrated by photographs of Kronfeld with his 'Austria' and Groenhoff in his 'Fafnir.' At this meeting Latimer-Needham was made a member of the Technical Commission with power to grant C's of A., and Kronfeld flew more than a hundred miles in six hours in front of a Line Squall, apparently the first time this had ever been done.

The next issue of *Sailplane and Glider* was dated September 12, and the leading article referred to a *Daily Mail* prize which was to be offered in 1931. Another article consisted of comments by Latimer-Needham on the Wasserkuppe Competition of two weeks before with a photograph of the 'Lippsch' Tailless Machine. Another photograph showed the present Duke of Windsor with Kronfeld and Ashwell-Cooke at Ivinghoe. On page 205 we re-publish the first lists of British Gliding Certs. of the Fédération Aéronautique Internationale issued by the Royal Aero Club. Among this list Geoffrey Buxton, E. L. Mole, Ashwell-Cooke, Allan Goodfellow and Basil Meads and R. G. Robertson are still with us. Latimer-Needham now directs the enterprise of re-fuelling aircraft in the air, many others have given up and some have passed on.

Probably gliding owes more to those who have given their lives in its pursuit than any other aviation development, possibly excluding modern super sonic jets. An early casualty was Lowe-Wylde. At a later date when Eric Collins came along and was the first British pilot successfully to spin a glider, we learnt something of the requirements of stability from his fatal crash.

Later still, Willie Watt, a Squadron Leader, who had made some meritorious flights, also died in experiments in blind flying by instruments only, experiments which were to prove so valuable when the eventual war came along and instrument flying became an integral part of it.

A fatal accident to Frank Charles during the National Gliding Competitions at Great Hucklow in 1939, showed the need for a self-releasing gear on the aircraft, a need which was eventually filled by John Furlong's invention of his release now universally supplied and used throughout the world although sometimes with local modifications. We sometimes feel that British Gliding ought to have a Roll of Honour in which are inscribed the names of those who have died in gliding in the cause of research. Secure in such a Roll would be the name of Robert Kronfeld, the Austrian, who came to this country after Hitler took over Austria, helped to develop our blind-flying instruments and technique, formed the Oxford University Gliding Club, largely helped to create our gliders for Airborne Forces, and was eventually killed during experiments with an all-wing glider used in the developments of our present delta type fighters and bombers.

Now recently, Jack Hanks has been killed at Dunstable and we shall be surprised if as a result some new step is not taken which will show that a lesson was learned from his fatal crash.

So the torch of the knowledge gained from experience is handed on from generation to generation of gliding people and *Sailplane* whilst conscious that it might have done more and done it better, is proud of the part it has been able to play in gliding history.

BRITISH NATIONAL GLIDING CONTESTS

Great Hucklow, July 21st—29th

Excellent Flying by Winners

Forbes' 4 Point Win — Stephenson's Bad Luck

Immediately preceding each day's report in this commentary is given the official Met. Office report in quotations

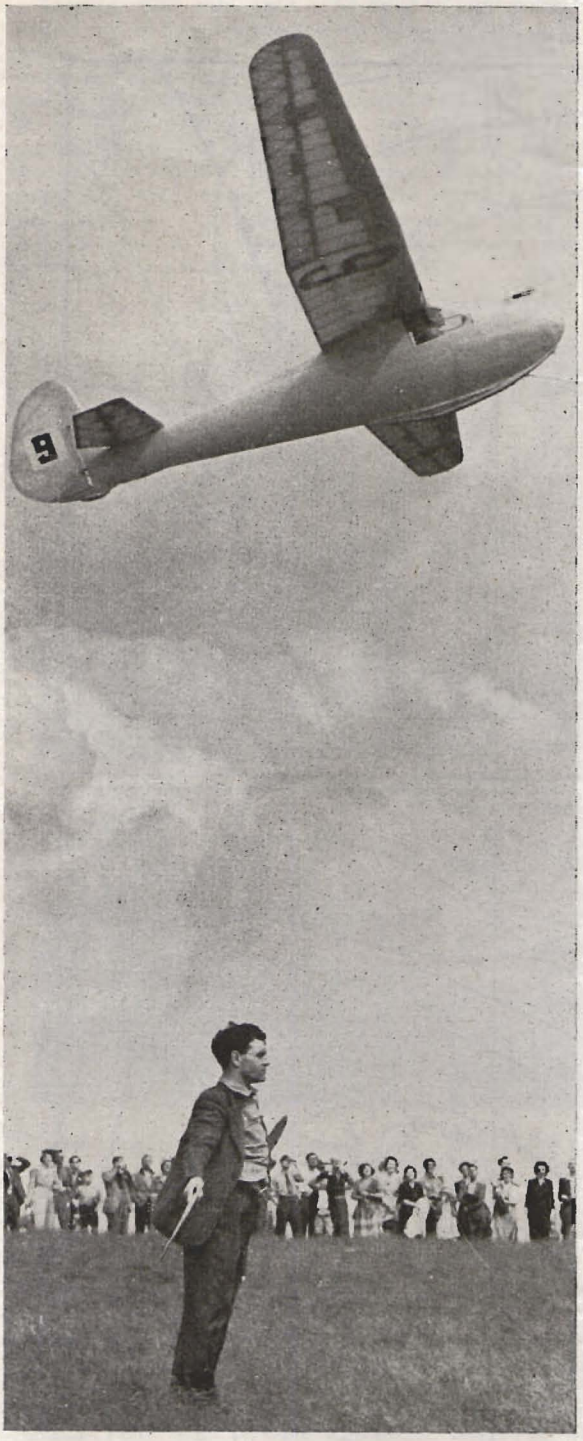
COMPETITORS had begun to assemble some days before the contests officially began. In addition to the permanent caravans and the new hut which had been constructed since last year, there were many tents and several mobile caravans. Preliminary organisation was more elaborate than ever before, and as it turned out, the contests ran more smoothly than a y previous British contests. This was particularly true of the 'Met' Department, which, in addition to having last year's consultants, J. Saunders and A. E. Slater, as advisers, had Dr. R. S. Scorer and F. H. Ludlam, of the Imperial College and the Royal Meteorological Society. They attended with radio sonde balloons, smoke pistols, instruments and all, and put over their information, in a naturally humorous manner. which was much to the liking of its hearers.

Public interest, though not as marked as last year, was remarkable and some 1,200 cars were ushered into the car park during the 9 days, and over 7,000 people. The trouble with Gliding Contests is that there is rarely any 'spectacle' to attract the public although there were one or two incidents to which we will refer which would have been of absorbing interest to the uninitiated had it been possible to stage them at a time when the public were there in greater numbers. The police and marshalling arrangements worked well, and there was no repetition this year of the road side parking which prevented access to the site for miles around as had happened on previous occasions.

The practice day, Saturday, July 21st, did not begin auspiciously. There was little upper air instability, and even if prudence had not dictated such a course, the Daily Prize could only be awarded for height gained. Stephenson gave an augury of

LIST OF ENTRIES

Handicap Class	*Machine Type*	*Name of Entrant*	*Class of Entry*	*Pilots (Captain of Team in Italics)*
2	Mu 13A	Royal Naval Gliding & Soaring Association	Team	*L/Cdr. G. A. J. Goodhart*, L/Cdr. H. C. N. Goodhart
2	Olympia (German)	Royal Naval Gliding & Soaring Association	Team	*L/Cdr. H. C. N. Goodhart*, L/Cdr. G. A. J. Goodhart
1	Weihe	P. A. Wills	Individual	P. A. Wills
2	EoN Olympia	D. H. G. Ince	Individual	D. H. G. Ince
2	EoN Olympia	T. R. Young	Team	*T. R. Young*, D. Colvin, G. Foord, A. F. Gotch
2	EoN Olympia	C. J. Arnold	Team	*C. J. Arnold*, G. H. Lee
2	EoN Olympia	Bristol Gliding Club	Team	*C. Staffurth*, A. N. Other
2	Rhon Bussard	F. Foster	Individual	F. Foster
2	EoN Olympia	D. A. Smith	Individual	D. A. Smith
1	Weihe	Surrey Gliding Club	Individual	L. Welch
1	Sky	E. J. Furlong	Individual	G. H. Stephenson
1	Weihe	Royal Air Force Gliding & Soaring Association (Home Command Team)	Team	*W/Cdr. W. H. Ingle*, A. N. Other
2	Petrel	S. C. O'Grady and R. C. Pick.	Team	*S. C. O'Grady*, R. C. Pick, A. de Redder
2	EoN Olympia	H. C. G. Buckingham (Maintenance Command)	Individual	F/Lt. A. W. Bedford
2	EoN Olympia	Empire Test Pilots School	Team	*S/Ldr. J. A. Sowrey*, P. Bisgood
2	EoN Olympia	Army Gliding Club	Team	*Major A. J. Deane-Drummond*, Lt.-Col. N. J. Dickson
3	Prefect	Cambridge University Gliding Club	Team	*R. Prestwich*, S. Neuman, M. Gee, T. Adams
3	Grunau	Royal Air Force Gliding & Soaring Association (Flying Training Command)	Team	*F/O. I. Ladley*, F/Lt. J. A. Pressland, F/Lt. E. C. Rigg
2	Kranich	Royal Air Force Gliding & Soaring Association (Cranwell R.A.F. College)	Team	*F/Lt. D. E. Cooke*, F/Lt. A. A. Pearce
2	EoN Olympia	Surrey Gliding Club	Team	*P. Murden*, C. W. Dowdall
2	EoN Olympia	Royal Air Force Gliding & Soaring Association (Bomber Command)	Team	*F/Lt. J. Archbold*, J. Williamson
3	Sedbergh T21 B	Air Training Corps (Home Command)	Team	*S/Ldr. J. C. Ward*, F/Lt. Charman-Thomas
3	Sedbergh T21 B	Air Training Corps (No. 64 Group (Northern) Royal Air Force)	Team	*F/Lt. Newbroch*, Sgt. Campion
2	EoN Olympia	London Gliding Club	Team	*P. Rivers*, J. Currie, A. H. Yates
2	EoN Olympia	London Gliding Club	Team	*C. A. P. Ellis*, J. Hanks
2	EoN Olympia	Imperial College Gliding Club	Team	*F. G. Irving*, R. A. B. Macfie
2	EoN Olympia	W. E. Crease	Team	*J. Grantham*, W. E. Crease, A. L. Alexander, D. R. Clayton
2	EoN Olympia	Surrey Gliding Club	Team	*D. Scallon*, D. Stevens, Miss M. Gilbert
2	Kranich	Cambridge University Gliding Club	Team	*D. L. Martlew*, J. H. Edwards, A. R. I. Austin, T. G. Phillips
2	EoN Olympia	Royal Air Force Gliding & Soaring Association (Fighter Command)	Team	*F/O. P. Mallett*, Sgt. B. Longstaff
3	Sedbergh T21 B	Imperial College Gliding Club	Team	*Mrs. A. C. Douglas*, P. H. Blanchard
2	Gull IV	Royal Air Force Gliding & Soaring Association (Research & Experimental Gliding Club)	Team	*S/Ldr. R. H. Smyth*, A. N. Other
1	Sky	F. N. Slingsby	Team	*F/Lt. R. C. Forbes*, A. Pratt



Winch signaller, in the foreground, gives the 'All-out' signal to the winch away on the horizon and the 'Rhonbussard,' piloted by F. Foster, soars above the heads of spectators. He is hoping to find those elusive thermals to get him to his declared goal

what was to come, and, flying one of the two new Slingsby 'SKY' sailplanes gained the top height of 7,300 ft. above take-off by winch launch and won the daily prize. Only a few pilots were able to get away from the hill.

Sunday, 22nd July, 1951 'A trough of low pressure moved east across the British Isles and an associated belt of thunder-storms, heavy in places, moved across the southern part of the country. In other areas there were periods of rain and thunder-storms in some districts, including parts of the Midlands and Pennines. The tephigrams showed that instability was particularly pronounced above about 6,000 feet. At lower levels conditions seemed suitable for vigorous but rather sporadic thermals.' (*See Chart over page.*)

This day, first of the competition proper, was interesting in that Camphill was on the Eastern edge of a depression, whilst away to the S.E. an occluded front broke up into a warm and a cold front, the latter in pursuit. The prevailing wind was therefore South, but the cloud was stratiform at low levels. There was instability above, but, as F. H. Ludlam prophesied, it would be difficult to reach the instability until it had dropped to lower levels, which, as the day wore on and the earth surface temperature rose, it duly did, in the early afternoon. This was accompanied by a freshening of the wind from the South, thus enabling greater heights to be attained on the hill, and at the same time forming unstable cloud above.

The day's 'Task flight' was to a goal of each pilots own choosing. Height also counted. Frank Foster, B.E.A. pilot, in a pre-war 'Rhonbussard,' reached Thornaby, 88 miles away with 5,900 ft. 'Steve' was next best distance to Catterick (76 miles) with 12,400 ft. gained, Lorne Welch reached Sherburn in Elmet (37 miles), David Ince landed at Ripon (63 miles). Wills aimed at Yeadon and missed it by five miles (31 miles) and Nick Goodhart was only 500 yards from the same goal (36 miles). An A.T.C. 'Sedbergh', flown by F/L A. D. Piggott and H. R. Watson, made 27 miles.

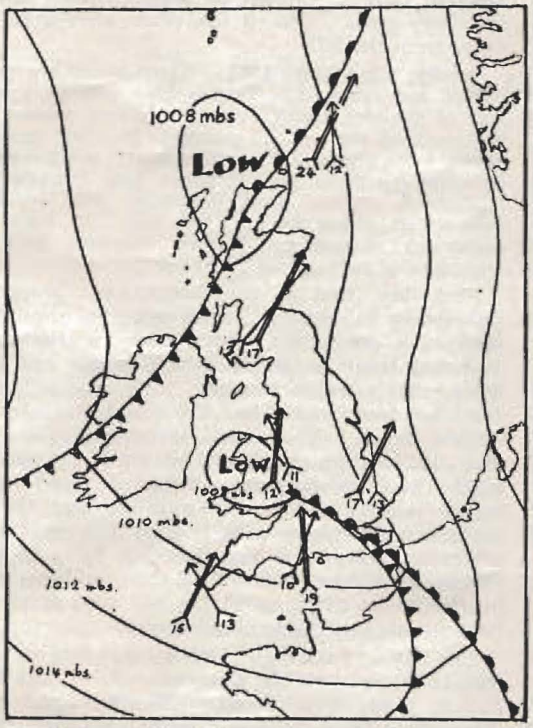
The leaders' day's marks were: G. H. Stephenson, 200; F. Foster, 162; Ince, 144; Wills, Welch, 78; Forbes, 76; Smith, 70; Ingle, 20.

Monday, 23rd July, 1951 'A depression off the east coast moved east-south-east over the North Sea while a northerly air stream covered the country. It was dull with rain or drizzle at times in most of the east and north but brighter in the west with a few showers. Cloud was mainly in thick layers in the east and north but there was enough sunshine in the west to produce Cumulus at about 3,500 feet in the unstable air in the west. Tops of the Cumulus were probably about 7,000 feet but higher in showers. Freezing level over central and southern England was about 10,000 feet.'

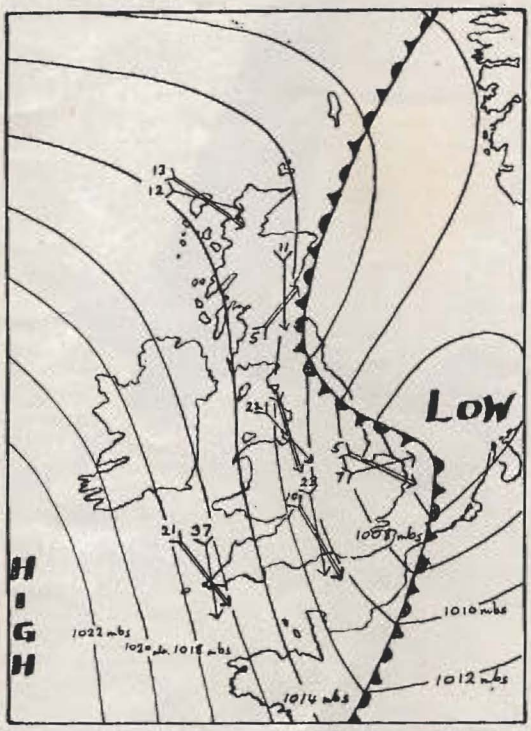
As our weather map shows, the two depressions which had been to the South and North yesterday seemed to have coalesced, and the Met. men forecast that the overcast sky would give place to blue patches of radiation freeing sky, and cumulus about noon. But, the occluded front which appeared imminent over Yorkshire and the Wash (see map), was prevented from dispersing apparently by the mass of the Pennines. The result was that there was neither lift nor much wind and the day petered out into one of no activity.

National Contests— 12.00 G.M.T. SYNOPTIC CHARTS

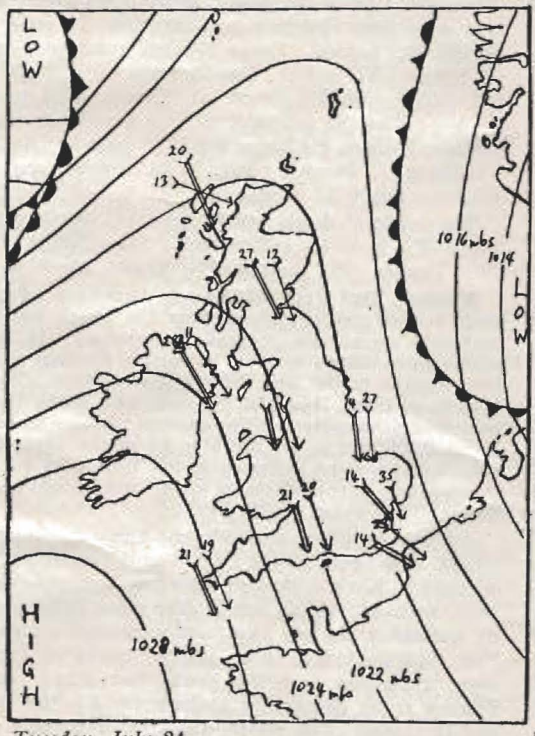
Sunday, July 22



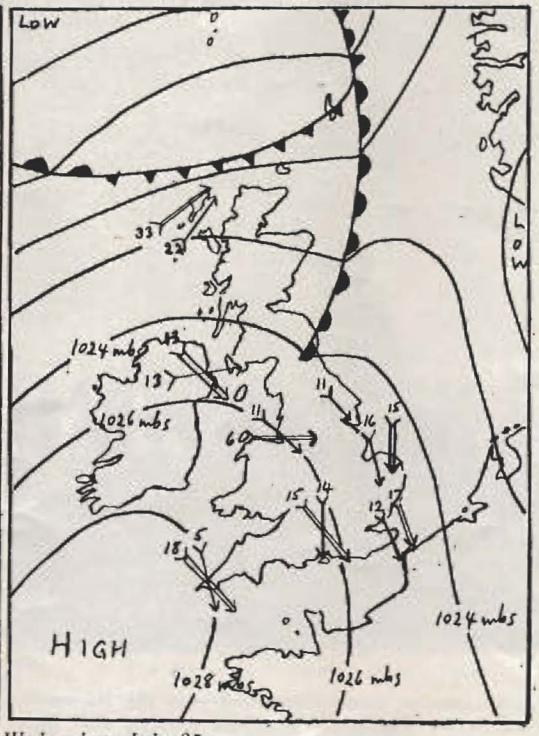
Monday, July 23



Tuesday, July 24



Wednesday, July 25



10 → 5,000 ft.
20 → 10,000 ft.
Wind direction and speed in knots at various stations, at 09.00 G.M.T.

Occlusion
Warm front
Cold front

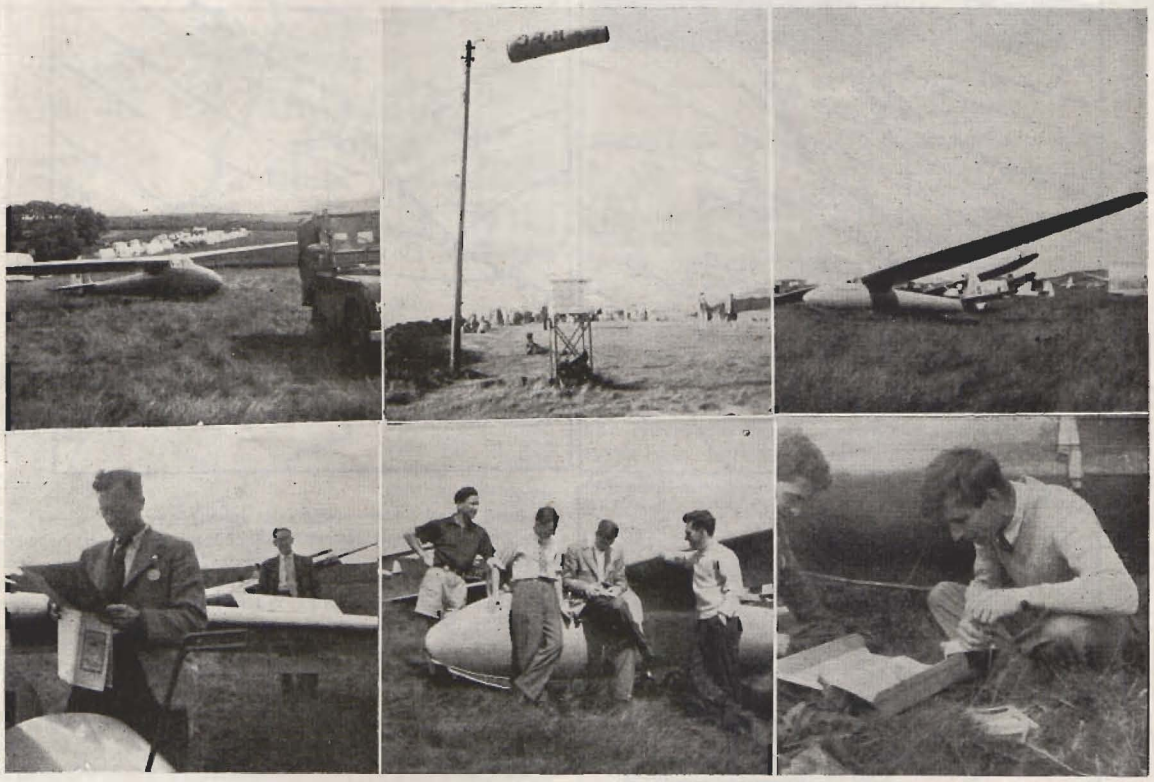
Tuesday, 24th July, 1951 'A ridge of high pressure moved E.S.E. over the country and a weak trough of low pressure approached W. Scotland. Some light rain or drizzle occurred along the East Coast during the morning and in North Ireland and W. Scotland during the afternoon. Cloud amount was very variable. There was unstable air at low levels over England but the tops of the Cumulus which formed were limited to about 5,500 feet by an inversion associated with the occlusion to the east; although they may possibly have been higher in N.W. England and S. Scotland. Freezing level over most of England and Wales was about 12,000 feet.'

apparent. Cumulus began to build up, and the lucky ones who were airborne immediately began to use the opportunity. Ince, and a dozen others got away and although the sky again became overcast, almost all the competitors found enough lift to risk going away from the site.

Of the early dozen who first got away, seven reached the goal. 'Steve' was first to arrive, and Jock Forbes landed a minute later.

	hrs.	mins.	m.p.h.	miles
G. H. Stephenson	2	35	42.6	110
R. C. Forbes	2	36	42.3	

PRELUDE TO ACTION



Top. Left: Competitors' tents form a background Centre: A good slope soaring wind. Right: The 'Sky' Bottom. Left: Stephenson works out his route Centre: Jock Forbes and his crew Right: Lorne Welch planning distance

The weather picture looked much brighter in both senses this morning. The depression away to the East was filling up.

The stronger winds themselves were building up thermals so that yesterday's forecast seemed to be applicable to the new day. The behaviour of the cumulus could not be forecast—whether they would develop upwards or be laid once more in a layer across the sky. An inversion at about 6,000 ft. was known, but whether the thermals would break through it was difficult to forecast. The whole morning competitors were queueing on Bradwell Edge trying to get lift, which some managed. A little after 2.0 p.m. a break appeared overhead, and the effect of the wind on the ridge soon became

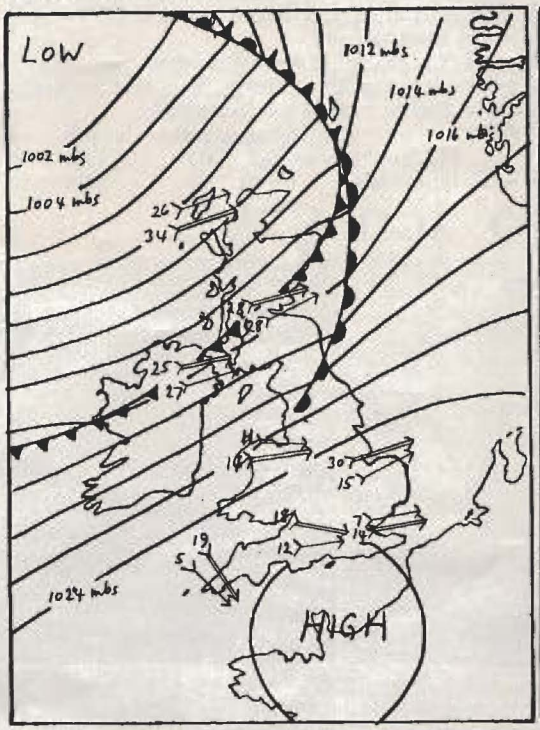
	hrs.	mins.	m.p.h.	miles
Wills	2	56	37.5	
A. Goodhart			36.9	
Welch			34.2	
N. Goodhart			34.02	
Ince			32.04	

Dan Smith reached Bedford. Mallett, 72 miles, Cooke, 63 miles, Sowery, 62 miles were the outstanding flights.

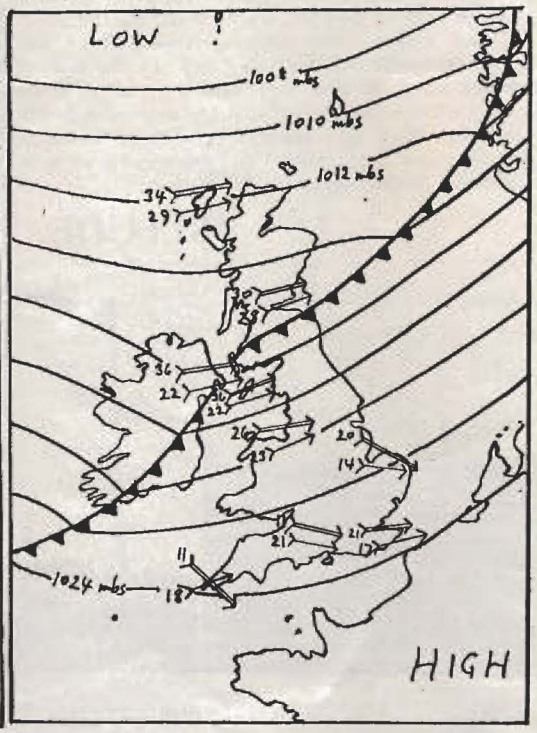
Wednesday, 25th July, 1951 'An anticyclone was centred off S.W. England with a ridge of high pressure extending to the N.W. Weather was mainly fine though there was a good deal of cloud in some places in the afternoon. A rather weak trough moved east across Scotland where it was mainly cloudy in some western districts. Over

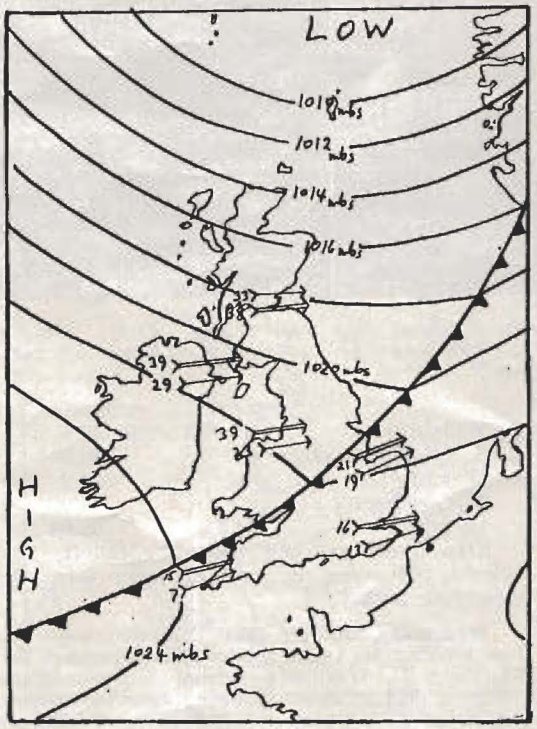
National Contests— 12.00 G.M.T. SYNOPTIC CHARTS

Thursday : July 26



Friday : July 27





Saturday : July 28

England there was sufficient instability for plenty of Cumulus to form at about 3,500 feet with tops to between 7,000 and 10,000 feet although thermals may have weakened considerably above 7,000 feet. Freezing level over most of England and Wales was about 10,000 feet.

As can be seen the depression had moved further East but the presence of a warm and a cold front to the North indicated that inversion conditions might be expected over the rest of England.

And so it turned out. The expected cumulus duly appeared but flattened out instead of developing upwards, although there seemed to be areas where this was not so. In these conditions it must be difficult to forecast thermal strength, although it seemed that this was done, with some accuracy in Sweden last year and the year before. Is it a question of relative humidity? At any rate the out and return flight to Boston proved too difficult even for 'Steve' who made most distance and landed after 19 miles of the return journey. He had the misfortune, however, that his barograph failed to record his height—6,000 ft. so that he lost 52 marks he might have made for altitude, and this was the greatest height for the day. The other pilots had interesting tales to tell of instability up above the lower cloud layer. Lee, Staffurth and Ince found what they described as thermal lift, but which was so smooth that it might have been wave lift, and so did Foster and Wills. N. Goodhart seemed to strike pure wave lift at Camphill which gave him 4,000 ft. a.s.l., which he

turned into 28 miles of distance, and that was all. Welch found several places where thermals had broken through the inversion, and proceeded from small cumulus to small cumulus to make 67 miles of the journey to Boston.

'Steve' had increased his lead these last two days. With 529 points to Ince's 387 and Forbes' and Welch's 373, was a long drop and he appeared set for the Championship. Welch and Mallett shared the daily prize with 124 marks.

Thursday, 26th July, 1951 'An anticyclone centred over N. France was almost stationary and weather was mostly fine over most of England and Wales but a trough of low pressure moved across Scotland and Northern Ireland into West Wales during the afternoon bringing low cloud with rain or drizzle at times in these areas. There was some small Cumulus at 3,000 feet with tops to about 5,000 or 6,000 feet over England but the air stabilized slightly towards the trough of low pressure. Freezing level ahead of the trough was about 10,000 feet.'



Map showing Lorne Welch's brilliant flight to Manston, and success of some of the others

It will be seen what had happened to the depression, the High and the cold and warm fronts which were on the map yesterday. The winds were stronger and from W.S.W. Again the task was left to the competitors. The winds were strong, and upper air instability sufficient to satisfy most expert pilots, who were however faced with the probability that thermals would die out before they could return. Flights to the East Coast seemed to be the easier task, with double points for anything flown on the return journey. Why not a cross wind flight? This would be more difficult to achieve, but if there was little chance of a return there was much more chance of not running out of land. Lorne Welch chose this course, and achieved a brilliant flight to Manston with Lympne as his goal. 'Steve' had the same idea but ended his progress towards Norwich after only 24 miles. The rest went on more northerly courses. Three went to Flamborough Head, Dan Smith making 21 miles of the return journey, Frank Foster 14 miles, and Forbes 8 miles. Here occurred an event which had a decisive influence on the award of the Championship.

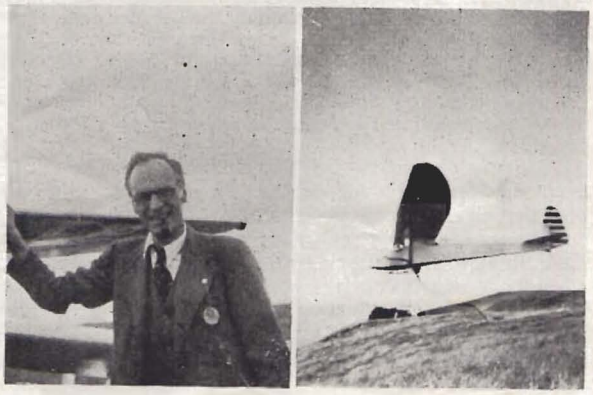


Left: Nick Goodhart's triumphant smile
Right: The other Goodhart

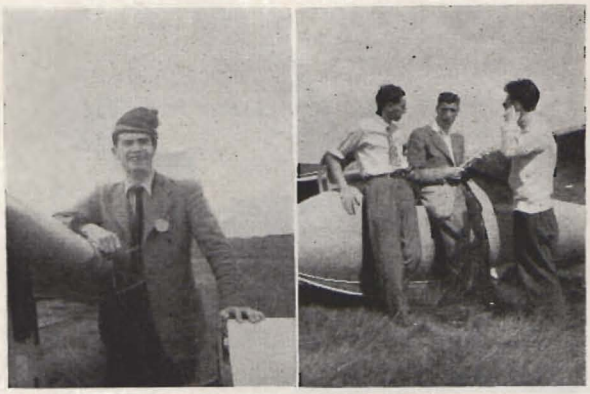
Forbes could not descend low enough to be recognised by the lighthouse keeper, and his claim to have rounded the mark was in dispute until after the meeting when the film he had taken of the lighthouse was enlarged to show that his claim was substantiated. Not that anyone had any doubts, any more than they had about 'Steve' and his 6,000 ft. height when his barograph did not work and he was seen by the observer at Norwich coming out of cloud at 3,000 ft. But the rules required visible proof. The day ended with Welch in the lead by 602 points to 575 by 'Steve.' On their return pilots who took the Northerly course complained that a high upper layer of cloud had prevented radiation and thermals. But Welch had not been bothered by the high cloud and if he had a cross wind had plenty of thermals.

Friday, 27th July, 1951 'An anticyclone was centred over N. France and a rather feeble trough of low pressure moved east across Northern and Western districts of the British Isles bringing low cloud and some drizzle to these areas. Elsewhere it was mainly fine though there was a good deal of cloud in most places. To the south-east of the trough air was too stable for the formation of any well developed Cumulus. Freezing level was about 11,000 feet over England but dropped to 4,500 feet well behind the trough.'

The warm front had moved away but a long cold front stretching from S. of Ireland to Norway was



Left: A cheerful grin from Philip Wills
Right: Slingsby's two-seater giving passager flights



Left: F. Foster and the 'Rhönbussard'
Right: Jock Forbes speculates

too far East to be any apparent use to contestants.

Cloudbase was 1,500 ft. and the wind W.S.W. at 25 knots. Early in the morning there was 10/10ths cloud which belied any thermal activity but the wave effect was in evidence. Pilots appeared to have difficulty in contacting the first wave above Camphill, but then contacted the second wave some twenty miles or so to the East. At 11.15 a.m., 13 machines were visible, and a few minutes later four had landed altogether at the bottom in the next field. Only 'Steve' remained airborne, and even he had to land at lunch time. In the afternoon however he reached his goal, getting 7,800 ft. Ingle also made his goal (49). The rest were Foster (69 m. and 7,100 ft.), Forbes (62 m. and 6,300 ft.), Lee (61 m. and 7,100 ft.), Gilbert (32 m. and 6,000 ft.), Gotch (31 m. and 4,000 ft.), Rigg 12 and Ince 8. Wills won with 74 miles, closely followed by Tony Goodhart. 'Steve's' performance earned sufficient marks to enable him to regain the lead from Welch, who had had a long retrieve from Manston and arrived back late.

Saturday, 28th July, 1951 'An anticyclone west of Ireland with a ridge extending to the S.W. of the British Isles drifted east while a belt of cloud and occasional rain associated with a weak trough of low pressure moved slowly S.E. across S. Wales, the Midlands and N. of East Anglia during the day. Showers occurred in parts of Scotland, N. Ireland and the extreme north of England otherwise the weather was mainly fine. Air was very stable south of the trough of low pressure but to the north there was sufficient instability for plenty of well developed Cumulus to form at about 3,000 feet with tops up to between 8,000 and 11,000 feet. Freezing level was 11,000 feet ahead of the trough but dropped to 4,500 feet behind it.'

A lovely day, with cloud and sunshine. The Cold front had passed over during the morning, and as the sky cleared, and the sun shone, thermals began to appear, and then cumulus. The organisers set a task flight to Boothferry Bridge (nr. Goole) and back. Cloudbase was 3,000 ft., wind about 15 knots West. This was a most successful day, because although nobody managed to return, 1,152 miles were flown in all. Fourteen people reached the goal—45 miles away—the best return distance being made by Forbes (25 m.), followed by Ince (20 m.), Wills (16 m.), Stephenson (15 m.), Goodhart (13 m.), Irving (12 m.), Foster (11 m.), Yates (8 m.), Dowdall (5 m.), Archbold and Smyth (1). Mallett, Welch and Alexander reached the goal, while Hanks, Neuman, Campion and Sowerby did over 40 miles.

Sunday, 29th July. There was an inversion at 6,000 ft. and as the day wore on the clouds disappeared, as Ludlam said they would. Nor did the thermals break through the inversion. As it happened, those whose turn it was to make the first flights had the best performances. Deane Drummond, modestly languishing amongst the 'also flews' emerged with a dashing performance in winning the day's task event—a speed return flight to Derby 30 miles to the South. He averaged 27.7 m.p.h. in 2 hrs. 10 mins. Finding himself with 5,000 ft. in hand some ten miles away he put the nose down and flew the last lap at 100 m.p.h., screaming over the finishing line in a way which gave some satisfaction to the crowd. 'Steve' was almost last into the air, when the clouds had almost dissipated and had to put down 7 miles short of Camphill on the return. There was a cheer when an A.T.C. 'Sedburgh,' (piloted by F/L Charman Thomas, accompanied by Cdt. Nigel Thomas of St. Paul's School C.T.S.), came screaming home, a very fine performance indeed.

So the performances ended in fine style. The contests were the best so far and everyone was pleased with the organisation, and the spirit throughout was happy and friendly. The weather had been kind, the crowds encouraging. There was the usual Saturday evening party, in which the Vicar of Higher Wincham made a late but boisterous appearance. The old favourites again appeared, there were the usual topical verses, whilst the proceedings were warmed, and at one time, clouded, by the antics of the 'Met.' team, whose artificial horizon turn, and thermaliser (a smoke candle) coupled with the boisterous handling of a large balloon, added much to the gaiety of the proceedings.

The results are given below. Strictly speaking, Jock Forbes was the winner, and a worthy one too, to whom we offer our sincere congratulations. But he will be the first to admit that there was very little in it and that 'Steve' had proved himself as good as any.

The full marks and prizes are listed on page 202.



S/L J. Furlong, D.F.C., and his wife. The owner of the 'Sky' which Stephenson flew so successfully



General view of the gliders assembled at Great Hucklow during the contests, as one machine is being launched

National Contests—

FINAL PLACINGS and PRIZES

TEAM CHAMPIONSHIP

Aircraft	*Pilots*	*Marks earned*									*Place*
		$	M	Tu	W	Th	F	S	$	Tot	
Meise	Goodhart, A. Goodhart, N.	80	—	187	31	92	146	113	105	754	1
MU 13A	Goodhart, N. Goodhart, A.	23	—	202	66	105	76	72	101	645	2
Olympia	Rivers Currie Yates	51	—	12	69	95	130	101	85	543	3
Olympia	Mallett Longstaff	20	—	57	124	24	44	90	37	396	4
Olympia	Arnold Lee	—	—	18	59	79	145	47	34	382	5
Olympia	Archbold Williamson	—	—	15	91	63	—	95	108	372	6
Olympia	Deane-Drummond Dickson	—	—	10	18	125	—	57	153	363	7
Olympia	Grantham Alexander Crease Clayton	—	—	17	57	26	105	100	34	339	8
Olympia	Staffurth Jones	—	—	—	59	97	—	76	98	330	9
Olympia	Ellis Hanks	—	—	13	21	13	120	88	40	300	10
Olympia	Sowrey Bisgood	—	—	48	22	85	17	98	29	299	11
Olympia	Irving Macfie	—	—	10	22	120	—	113	—	265	12
Sedbergh	Piggott Watson	67	—	—	28	56	19	66	28	264	13
Olympia	Murden Dowdall	—	—	22	42	—	—	100	97	261	14
Gull IV	Smyth Radley	—	—	15	44	69	—	99	4	231	15
Olympia	Scallon Stevens Gilbert	—	—	—	24	20	99	87	—	230	16
Sedbergh	Ward Charman-Thomas	—	—	—	25	29	—	71	98	223	17
Olympia	Young Colvin Thompson Goton	—	—	—	26	—	83	83	—	192	18
Prefect	Prestwich Neuman Gee Adams	—	—	—	73	—	—	90	20	183	19
Sedbergh	Douglas Blanchard	—	—	—	20	64	—	33	33	150	20
Sedbergh	Neubroch Campion	—	—	—	24	23	—	101	—	148	21
Grunau	Pelling Pressland Rigg	—	—	24	29	—	—	84	—	137	22
Kranich	Martlew Edwards Austin Phillips	—	—	22	47	—	—	52	—	121	23
Petrel	O'Grady Pick	41	—	—	30	25	—	—	—	96	24

INDIVIDUAL CHAMPIONSHIP

Aircraft	*Pilot*	*Marks earned*									*Place*
		$	M	Tu	W	Th	F	S	$	Tot	
Sky	Forbes	76	—	212	85	167	128	118	91	877	1
Sky	Stephenson	200	—	213	106	56	145	116	37	873	2
Weihe	Welch	78	—	171	124	237	—	89	105	804	3
Weihe	Wills	78	—	188	55	93	154	110	122	800	4
Rhon-Bussard	Foster	162	—	15	84	173	124	111	101	770	5
Olympia	Ince	144	—	176	67	127	—	120	43	677	6
Olympia	Smith	70	—	75	39	123	—	50	41	398	7
Weihe	Ingle	20	—	25	36	23	118	—	31	253	8
Olympia	Bedford	—	—	19	32	97	18	—	25	191	9
Kranich	Cooke	—	—	48	—	90	—	47	—	185	10

SUMMARY OF COMPETITION FLIGHTS

	No. of Launches	*Hours Flown*	*No. of Cross-Country Flights*	*Miles Flown*
		h./m.		
Saturday (Practice Day)	66	23.05	—	—
Sunday	79	46.05	13	491
Monday	—	—	—	—
Tuesday	53	141.16	25	1,348
Wednesday	52	127.37	29	766
Thursday	46	103.01	29	1,259
Friday	64	160.34	15	742
Saturday	42	122.38	34	1,269
Sunday	54	85.07	26	1,333
Totals	456	809.23	171	7,208
(Total for 1950)	286	535.31	104	6,050

TEAM CHAMPIONSHIP

Trophies

The DU GARDE PEACH TROPHY to A. Goodhart and N. Goodhart, First Place.

The KEMSLEY CUP .. .. to Royal Naval Gliding & Soaring Association.

The EON CUP .. .. .. to Messrs. Rivers, Currie and Yates.

INDIVIDUAL CHAMPIONSHIP

Trophies

The LONDONDERRY CUP .. to R. C. Forbes, First Place.

The FIRTH-VICKERS TROPHY .. to G. H. Stephenson.

DAILY PRIZES

Saturday (Practice Day)	Stephenson	(7,700 ft. Gain of Height)
Sunday	Stephenson	200 marks
Monday	No Award	—
Tuesday	Stephenson	213 marks
Wednesday	Welch Mallett	124 marks
Thursday	Welch	237 marks
Friday	Wills	154 marks
Saturday	Ince	120 marks
Sunday	Deane-Drummond	153 marks

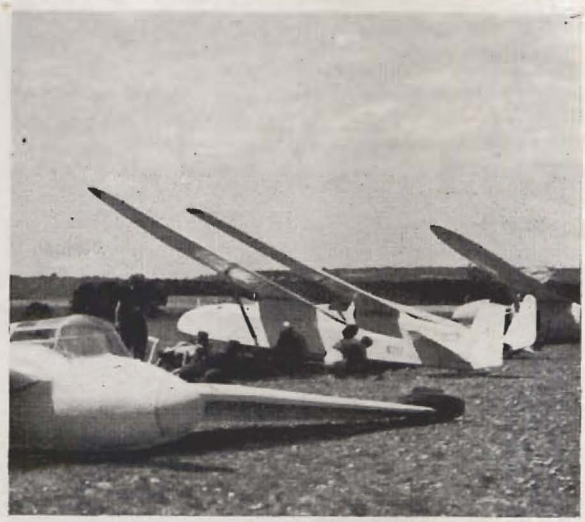
Marking and Handicapping

One mark for each mile of distance and 100 feet of height gained. Handicaps according to aspect ratio.

Sky, Weihe—scratch machines.

Olympia, Rhon-Bussard, Petrel, Mu-13, Gull IV—plus 10% marks.

Sedbergh, Prefect, Grunau—plus 25% marks.



Some of the sailplanes at the Centre-Interclub, Beynes, France. Photo shows a 'Goevier' two-seater' 'Grunau Baby' 'Castel 310' and a Caudron-800' two-seater

FIRST POLISH TAILLESS GLIDER

THE 'IS-6X NIETOPERZ' (BAT)

THE 'IS-6X Nietoperz' (Bat) is a tailless glider designed by Justyn Sandauer and Wladyslaw Nowakowski. The project originated in 1949 but was only completed at the beginning of this year.

It is the first tailless type to be built in Poland, if we except the first version of Tanski's 'Lotnia' glider of 1896, and it shows that the Instytut Szybownictwa, having supplied Poland with the full gamut of conventional types, is methodically examining the more unconventional designs as exemplified by the 'Kaczka,' 'Nietoperz' and a variable wing area project, the 'IS-7.'

TEST FLOWN BY CHAMPION

The test pilot of the 'Nietoperz' is the Polish gliding champion, Adam Zientek, who will be remembered as the victor of the glider race at Samaden on the first IS design, the 'Sep.'

At first only short hops were made, gradually increasing in length, to ascertain the behaviour of the glider in longitudinal oscillation and its controllability. After a few dozen of these the first real flight was made, with aero-towed take-off and 60 mm. cable.

At 2,000 m. (6,560 feet) Zientek released and returned to earth by himself. The behaviour of the

By
R. A. G. STUART, M.A. (Cantab.)

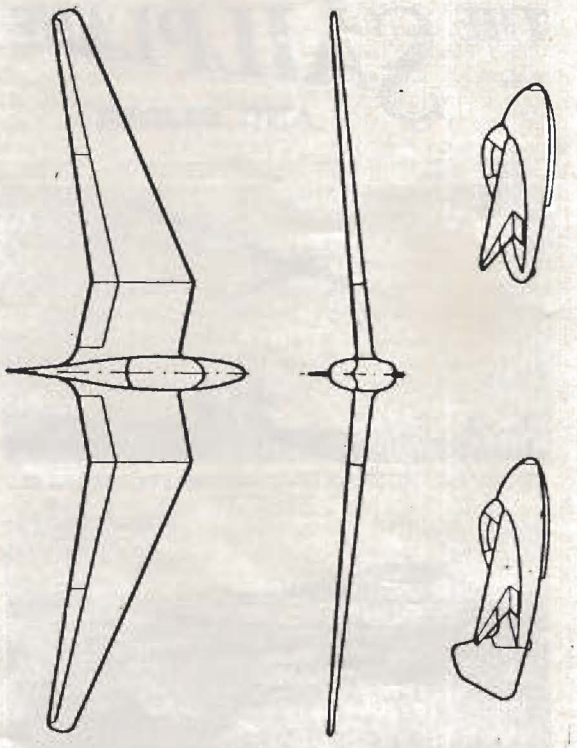
'Nietoperz' throughout the entire flight was absolutely satisfactory and confirmed the designers' calculations.

The 'Nietoperz' is a high-mid-wing monoplane with dihedral from the roots, though there appears to be a very slight degree less dihedral on the outer sections than on the centre section.

Wings have rather an unusual shape with a swept-forward parallel-chord centre section, built integrally with the fuselage, and swept-back outer sections which have a larger degree of sweep-back on the leading edge than on the trailing edge.

Covering is of plywood as far as the false spar to which the ailerons are attached. These take up the entire trailing edge of the outer sections and are in two sections, the outer ailerons being differential to the inner ones with a ratio of 2:1. The latter are of wooden construction with fabric covering, while the outer ailerons are of all-metal construction.

These also split to act as air brakes and they perform the functions of elevators too. On the second version the outer ailerons will also take the place of the rudder which is at present fitted. The operation of the rudder pedals will then split the outer aileron on the inside of the turn, in the same way as they both split to act as air brakes. The resulting brake effect slows down the inner wing and allows the aircraft to turn.



DATA

Span 12 m. (39 ft. 4½ in.), wing area 14.4 sq. m. (155 sq. ft.), aspect ratio 10, AUW 265 kg. (583 lb.), best gliding ratio 1:23 at 85 km./h. (52¾ m.p.h.) at 1.03 m./sec. rate of sink (3.38 ft./sec.), minimum speed 60 km./h. (37¼ m.p.h.).

Most of the trailing edge of the inner wing is occupied by flaps, similar to landing flaps, which are used to correct longitudinal trim.

METHOD OF CONTROL

The present method of control is as follows: the joystick controls both ailerons on the outer sections either in unison (as elevators), or as normal ailerons. The pedals control the rudder, though they will be used to split the outer aileron on the inside wing of the turn in the second version. The outer ailerons are split to act as air brakes (*continued on page* 212)

HOW 'SAILPLANE' BEGAN

Sept. 6, 1930. Vol. 1. No. I.

THE SAILPLANE AND GLIDER

Price 3d.



THE PRETTIEST YET.—The "Falnir," which has been designed by Herr Lippisch to replace the "Wien." This machine piloted by Groenhoff tied with the "Wien" piloted by Kronfeld in the difficult out and return flight round the Kreuzberg.



AT THE WASSERKUPPE.—The starting place in the foreground. In the background to the left is the school, with the hangars to the right.

LIKE lots of good things, *The Sailplane and Glider*, of which the first copy appeared on September 6, 1930, began in the simplest possible way. In those far-off days when the Kaiser's war was ten years finished, and the storm clouds of Hitler's dictatorship were not even a hand-sized cloud in the sky, there were great goings-on at the Wasserkuppe, those grass-covered highlands now so close to the Russian border and again in the news. They were also frequented by a German photographer, Stocker I think his name was, who deluged the editor of *The Aeroplane*, C. G. Grey, with wonderful photographs of the gliding activities. This naturally led to a lot of blocks being made, and if there are any readers of *The Sailplane* who do not know what blocks are, I should explain that these are metal plates from which illustrations are printed.

So many of these got made that there was no chance of them being used in *The Aeroplane*. One day, the then editor of *The Aeroplane* said to the present editor of *The Aeroplane*, who had been with *The Aeroplane* only a year and consequently was less than the dust beneath the Founder editor's desk, 'If these gliding pals of yours are worth anything, they ought to be able to support a paper of their own. Let's get a sheet of glossy paper, print all these lovely blocks on it, and fold it round four pages of news in the middle.' If you look at the first copy of *The Sailplane* you will find that is exactly the form in which it first appeared.

After that the job was handed over complete to the present editor of *The Aeroplane*. What a lot this spare-time unpaid job taught him, for on top of earning his keep working for *The Aeroplane*, he had to sell and write the advertisements, chase circulation as well as arranging for distribution. No wonder the pace got too hot, and with the ninth issue of the second volume, dated November 6, 1931, the whole paper was handed over as a gift by Aeronautics Ltd., to the British Gliding Association.

THURSTAN JAMES,
Editor, *Aeroplane*.

MESSAGES OF GOODWILL

SOARING is not a sport of the masses. It is a pastime of the small elite of courageous optimists who do not shrink from sacrifices of time and money.

Magazines that undertake to promote public interest in this unique sport must also be prepared to make the same sort of sacrifices. Just as gliding and soaring enthusiasts throughout, so, too, are the periodicals that devote reports, pictures, and editorials to the propagation of their hobby. The *Schweizer Aero-Revue*, which recently celebrated its 25th anniversary, extends sincere greetings and heartiest congratulations to its British colleague, *Sailplane and Glider*, on the latter's 21st birthday. Having reached your majority in full legal age, may you continue to be gliding's major publication in the world.

DR. WALTER DOLLFUS,
Editor, *Schweizer Aero-Revue*.

OMES OF AGE

QUITE one of the brightest of aviation publications is *Sailplane and Glider* to whom we extend our congratulations on achieving its 21st birthday last month.

Sailplane and Glider serves that particular body of enthusiasts in aviation whose contribution to the progress and general development of flying has never, we feel, been sufficiently recognised. True enough the air forces have come to realise that powerless flight is real flight. By virtue of the skill of sailplane pilots and their knowledge in particular of the effects of meteorological conditions, most valuable data and training has been provided for power flying.

Sailplane and Glider, by keeping its many readers abreast of achievements and developments in their sphere of aviation is doing a splendid job. With the cost of power flying as it is, it is a pity, in South Africa at any rate, that the powers that be do not give more practical encouragement to the gliding movement. It might well pay the enthusiasts to ensure that the authorities concerned are supplied regularly with copies of this excellent publication.

E. N. TUCKER,
Editor,
Reprinted from *Wings*, Johannesburg.

AS we know, quite a number of German sailplane pilots are reading *Sailplane and Glider* always with interest.

Our President knows your paper from the beginning and is very proud of having all the years in his library.

People here in Germany are coming of age with 21; compared, that means that *Sailplane and Glider* is coming of age too this month, as first the journal devoted to soaring and gliding.

Our congratulation for this grand day and also our best wishes for lasting welfare, quality and world-wide distribution.

Yours sincerely,
DEUTSCHER AERO-CLUB E.V.
WOLF HIRTH.

WE are happy to congratulate the Editors and Publishers of *Sailplane and Glider* on the occasion of its 'coming of age.'

For some years now, *Sailplane and Glider* has been among the publications regularly reviewed in our *Aeronautical Reviews* section and kept on permanent file in the Library of the Institute. The timely and detailed accounts of new developments and activities which appear in your columns may be considered to have done much to awaken and maintain interest in gliding flight and to further its development.

We extend our best wishes for your continued success.

Sincerely yours,
JOHN J. GLENNON,
Assistant Editor,
Aeronautical Engineering Review.

EDITORSHIPS

THE first Editor of *Sailplane and Glider* was Thurstan James, now the Editor of *Aeroplane*. He was followed by C. F. Entwistle, who became a Group Captain during the war, and who is now Chief of Meteorological Section of ICAO in Montreal, and who the present Editor met quite by accident earlier this year. He was followed by Dr. A. E. Slater, who edited the magazine just prior to the war, and who is now the Editor of *Gliding* and Gliding Correspondent of the *Times* and the *Aeroplane*. The present Editor began with the February issue in 1944 and has continued ever since. Doc Slater, who is famous as a musician at all gliding meetings, where a piano and his tin whistle can be relied upon to provide an evening's entertainment, was the first British Pilot to obtain his 'A' certificate abinitio, which he did at the Wasserkuppe in 1930.

ON the occasion of the 21st birthday of your very interesting magazine *Sailplane and Glider*, I would like to congratulate you on behalf of the soaring people of all the world (and not least here in Sweden) who read your paper with the greatest interest.

Since *Sailplane and Glider* was born soaring has grown enormously and as a big and growing sport it needs an International Magazine such as yours.

I wish you and *Sailplane* a happy birthday and a very long life in the interest of soaring throughout the world.

Yours sincerely,
YNGVE NORRVI, Editor, *Looping*.

GLIDING CERTIFICATES

Reprinted from the second issue of 'Sailplane' published on September 12, 1930.

The following Gliding Certificates of the Fédération Aéronautique Internationale have been issued by the Royal Aero Club:—

No.	Name.	Certificates.
1.	C. H. Lowe-Wylde (Kent Gliding Club) ..	A and B.
2.	C. H. Latimer-Needham (London Gliding Club)	A, B and C.
3.	Marcus D. Manton (London Gliding Club)	A, B and C.
4.	M. L. McCulloch (London Gliding Club) ..	A and B.
5.	Geoffrey M. Buxton (London Gliding Club)	A, B and C.
6.	F/O E. Lucas Mole (London Gliding Club)	A.
7.	Colin Aubrey Price (Portsmouth and Southsea Gliding Club)	A.
8.	Denys Max Thomson Morland (London Gliding Club)	A.
9.	Col. The Master of Semphill (London Gliding Club)	A, B and C.
10.	John R. Ashwell-Cooke (London Gliding Club)	A.
11.	Alan Goodfellow (Lancashire Aero Club) ..	A.
12.	Mrs. Joan Bradbrooke (London Gliding Club)	A.
13.	Thomas Graham Humby (London Gliding Club)	A and B.
14.	Leonard Charles Williams (London Gliding Club)	A.
15.	Harry Amein Abdallah (London Gliding Club	A.
16.	Percy Michelson (Lancashire Aero Club) ..	A.
17.	Frederick B. Tomkins (Lancashire Aero Club)	A.
18.	Eric Christopher Stanley Megaw (London Gliding Club)	A.
19.	Basil Alfred G. Meads (Lancashire Aero Club)	A.
20.	Robert Gidner Spencer (Driffield and District Gliding Club)	A.
21.	John Cecil Weale (Lancashire Aero Club)	A.
22.	Reginald G. Robertson (London Gliding Club)	A.
23.	Thomas Eaton Lander (London Gliding Club)	A.

MONFLORITE

'EUROPE'S OWN ELMIRA'

Ruy Grancha, our Portuguese correspondent has been to Monflorite, venue of next year's International Competitions, and gives us an idea of what sort of place this is, the people and the facilities

LAST May in a calm morning, while speaking with Lt.-Col. Penãfiel at his luxurious command office at Huesca Soaring School at the Monflorite Aerodrome, I saw a copy of the last *Sailplane and Glider* magazine on his desk. Then I remembered that being in Spain for two months waiting a good day for my Silver 'C' distance, I missed the last two numbers of the magazine and meanwhile thinking you would appreciate an actual record of that small Sailing World, I got a piece of paper and found myself writing to you once more, this time about 'Europe's Actual Elmira.'

I arrived at Madrid via T.A.P. plane, as everything on this line is free to me. The comradeship and kindness of the Spanish soaring organisers and directors is something to be seen to be believed, in a country unfortunately today yet out of the international fellowship.

With planes or trains at our disposal we arrived at Huesca. All my friends were in good shape since last year, but there were hundreds of new pilots under their instruction and a good many more hours to their credit.

NINETY KMS. OF LENTICULAR

Three hundred kilometres north-east of Madrid, Monflorite Aerodrome lies in the Pyrenees Valley. I saw the lenticular at its maximum about 90 kms. long and with an out-of-this-world shape.

The airfield has a runway 2 kms. long on top of a soarable hill, 7 kms. long, where the wave can be found during the winter up to 6 kms. high. This occurs normally when winds of a cold front coming from the west meets the north wind coming from France over the Pyrenees. The School has several very large buildings for pupils, foreigners and instructors all being furnished with the utmost luxury and comfort.

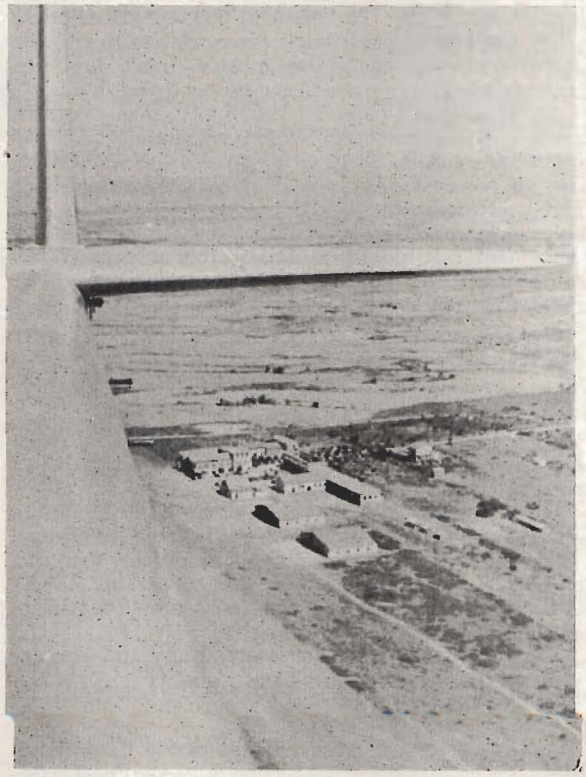
Important meteo-office, large building plant, with the most modern machinery for sailplane manufacture, six 'Storch's' for tow and forty sailplanes for school and advanced flight are also to be found. All the military Spanish pilots today start with soaring instruction, through five schools similar to this one at Monflorite.

Civil pilots from nearly every country in the world know Monflorite and speak about it with nostalgia when they have left this little soaring world near the Pyrenees coated by eternal ice.

WELCOME FROM SPAIN

Spain in the next year is delighted to offer its country and Texas-like thermals for the International Competitions.

After two months' stay I vanished to Portugal, my country, still without that lovely silver ring in my pin. If I have to wait, one year or ten years for it, it doesn't matter as I had the pleasure to stay in Monflorite this year with Weiss the first German instructor to work there 12 years ago. He wears a Spanish Silver 'C' now, after 12 years as instructor.



Monflorite Buildings

RAIN-MAKING FAILS

THE City of New York has decided that artificial rain-making is not satisfactory. Repeated experiments were made during last year's water shortage by Dr. W. Howell, a Harvard meteorologist, to induce rainfall by seeding clouds from planes with dry ice pellets and silver iodide crystals. Sometimes it rained after these efforts, but no connexion between the rain and the rain-making was ever established very clearly. The city has now started selling the £4,000-worth of equipment assembled by Dr. Howell.

TOWARDS THE WORLD RECORD

OUR friends the Swedes believe they can achieve world records, with a bit of luck. Alf Hedman on the 5th July made a flight with a fixed objective of 500 km. from Söderhamn — Kalmar (the distance has not yet been officially measured) and thereby exceeded both the Swedish disance record and also the fixed objective record, both of which were for 418.5 km. and were held by Hedman himself.



Alf Hedman

However, a better departure point than Söderhamn, in other words a position more to the west, might have meant beating Klepikovas' record (749 km.), or in any case the Russian Savtzovs' for fixed objective record of 602 km. which is now 13 years old.

Hedman's flight took place after considerable hesitation and several discussions with the meteorologists. The start was delayed 2 days waiting for a lessening in the pressure which was certainly a wise move as it was shown that a high pressure often leads to big rain areas and down currents in the afternoons. The wind was especially strong from a westerly direction and was sufficient to make the flying so dramatic that it could without difficulty be characterized as an achievement.

The tow-off started 0845 hours from F15 and a north westerly course was set in order that the release point should be on the safe side of the 500 km. distance line to F12 with Kalmar and also in order to rise up into the westerly wind as much as possible. Unfortunately the towing plane did not have sufficient fuel for as long a tow as Hedman had wished. He released at 0905 and beneath a large bank of clouds at 1,800 m. he had to proceed immediately westwards in order to get uplift. Even as far as Sala the average speed was 80-85 km. per hour despite the descent but later on it became very difficult and finally nearly unbearably exciting.

AT SEA

South of Nyköping, Hedman pushed on in the strong wind out to sea, but tried to keep in touch with the coast. After a desperate struggle he reached Jungfrun in the middle of Kalmarsund and was much tempted to proceed in the fair wind to Oland, but kept his head. At Ryssby church about 20 kms. north of Kalmar he was down to 650 m. and could see the runways at F12, his objective. He had no chance of reaching these from that height. After patiently searching for thermals he at last came upon ' up current ' which gradually increased his climb to ¼ m. rise per second and finally to 1 m. per second. Hedman cold bloodedly followed the wind towards Oland and at last achieved such an altitude that he could reach F12 and his goal.

One cannot but recollect a similar flight which Tage Löf made under the Swedish Championships in 1949. This started in Orebro and also ended with a flight over the sea at Kalmarsund before landing at F12.

COULD HAVE BEEN WORLD RECORD

In an interview Hedman said that the start from Ostersund would without doubt have given him the World record in a fixed objective flight on that particular day. The portion between Nyköping and F12 was made completely over the sea and every glider pilot knows how nerve-racking it is to be forced to turn one's back on the coast and reach further out to sea in order to get an uplift area.

' Under 1,000 m. the wind was considerably stronger than above 1,000 m. and on one occasion I was down to 800 m. over open sea 15-20 km. from land with exceedingly small chances of being able to reach the coast again in the strong head wind. The only remaining chance was to obtain sufficient height by every possible means in order to press on towards the coast with a good speed.

After this episode I was careful not to lose contact with the coast and go below 1,000 m. Instead I had difficulties with my poor feet which froze severely for several hours.

One wonders why perhaps I went over the coast at all. There were two reasons for this. Firstly, the wind forced me eastwards and secondly it was raining from cumulus clouds over the coastal belt whilst the clouds which lay immediately off the coast were free from rain. Instead of forcing my way forward between and through rain showers with a risk of big down drift areas (shown by experience from similar situations earlier in the day over Östergötland and Småland) I made a dogleg round the coastal belt. However it was exciting.'

MacCREADY'S TACTICS

' The barometer reading is fairly even. The lowest height shows 650 m. and the highest 2,650, but otherwise the graph is fairly constant at about 1,000-1,500 m. I decided to make use of only the best gusts at 3-3½ m., and leave off at the cloud base and push on with about 100 km. per hour on the air speed indicator. On account of this I consider that a long distance flight which lasts as long as 8-9 hours should be treated roughly as a high speed flight. As is known, Paul MacCready used these tactics in the World Championships for high speed flying.

(*Continued over*)

JACK HANKS

By MARY GREAVES

JACK HANKS, who lost his life so tragically on Sunday, 19th August, in a glider collision, will long be remembered. Gliding tends to attract some of the nicest people, but among them he was quite outstanding.

His job as the Resident Instructor at the London Gliding Club was an exacting one ; besides teaching people, some of whom are not born pilots, he had to keep in operation a large assortment of mechanical equipment all of which was constantly being impaired by well-meaning members.

In the midst of all this Jack was always patient and cheerful—perhaps understanding is a better word. People who stayed at the Club knew well his unfailing generosity ; he has been known to give away his last ounce of tea. His room tended to become a focal point where visitors from other clubs and from overseas would sooner or later find themselves. All the Club's parties would finish up in ' Jack's Hut,' and though at times we helped him with the washing up, many were the occasions when he would wake up in the morning to face a pile of cups, saucers and plates.

Jack came to us in 1947 when he was an A.T.C. instructor. At that time the most advanced machine owned by the Club was a ' Tutor,' and Jack made gliding history by taking his Silver ' C ' in one, thereby winning a prize offered by Slingsby.

Gliding became his all-absorbing hobby, and Jack could be seen at the Club whenever he could get down from Kettering. He accumulated between three and four hundred hours of gliding, and made several creditable flights including one over London when he looked down to find the Dome of Discovery underneath him. He had several brushes with cunims, but never quite managed his Gold ' C ' height.

He had planned to take the ' Camel ' to the Mynd on his next day off for a Gold ' C ' attempt and we shall think of him circling in the ' Camel ' on that fatal Sunday and dreaming of Golden ' C's '.

' Listen ; you may be allowed
To hear my laughter from a cloud '



A recent photograph of Jack Hanks

TOWARDS THE WORLD RECORD—continued

I only used instrument flying on three occasions and these were when I chanced upon some extra fine cumulus clouds.'

GOOD ADVICE TO COMPETITORS

' Another matter which I consider should be pointed out, in order to help other glider pilots who may in the future be after my scalp, is my understanding of the meteorological situation as a whole. For long distance flying it is better to make use of a situation with a declining pressure rather than a day with high built up cumulus which give rain and down draughts in the afternoons. (*Continued on page* 211)

SOARING IN FRANCE

New Diamond 'C' Holder

By GUY BORGÉ

Gérard Pierre

A YOUNG French pilot has got the tantalizing Gold 'C' and 3 Diamonds that only one other man in the world possesses to date, John Robinson in the U.S.A. This French pilot is Gérard Pierre, 23 years old, of whom we have often spoken in *Sailplane*, but it may be of interest to the readers to know the steps of this achievement accomplished in so short a period of years by hard and patient efforts.

The career of Pierre as a pilot began in 1945 when he visited an aeronautical show in Paris at the Champs-Elysées; he decided to learn to fly and he became a member of the Paris-Centre Aéro-Club.

In *May* 1945 he began gliding in an 'Avia 11' primary at the Lognes Inter-Clubs Centre.

September, 1945 'A' and 'B' badges.

In *February*, 1946 he followed a course at the Beynes Soaring Centre with M. Lepanse as his instructor, and he soloed different types of trainers, the 'Castel 301,' the 'Grünau' and the 'Emouchet.'

March, 1946, first thermals and he took the 'C' badge in an 'Emouchet.'

April, 1946. A distance of 83 miles from Beynes to Coudrecieux (Sarthe) accompanied by a 3,600 feet gain gave him two legs of Silver 'C' at once.

June, 1946, the distance flight has put him in the forefront among the pupils of the courses and he was chosen by the Beynes instructors to enter the soaring competition at Albi in a 'Grünau.' He flew in the training class but he recorded during the contest the best altitude, even better than the high performance pilots with a gain of 5,560 feet.

At the end of 1946 Pierre had 120 hours of soaring and the Silver 'C', No. 134.

In *April*, 1947 he returned to Beynes and missed by a little the Gold 'C' distance, crossing 158 miles from Beynes to Carignan (near Sedan) in a 'Spalinger S.18.' The maximum altitude was 7,380 feet of which 2,600 feet was inside the clouds and Pierre began to gain an excellent training in blind flying.

July, 1947. He was chosen to participate in the expedition sponsored by the French Alpine Club to study mountain currents in the Mont-Blanc chain. He missed another leg of the Golden 'C', the altitude one, by only 330 feet.

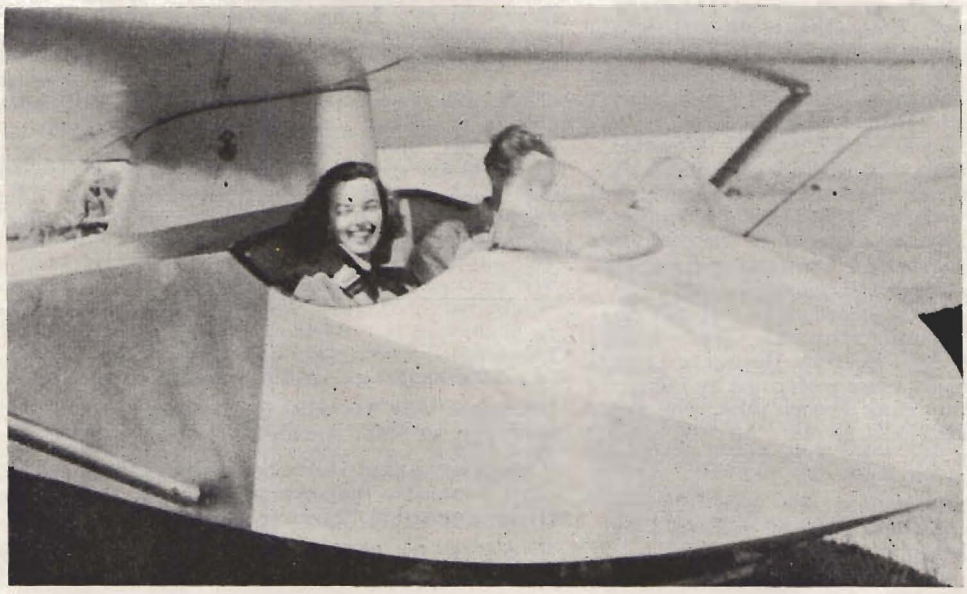
August/September, 1947. Again at Beynes and again he executed worthy performances with noticeable regularity :—

August 18th, gain of 7,550 feet.
August 23rd, distance of 99 miles.
August 25th, another great travel : 155 miles.
August 28th, 99 miles.
September 5th, gain of 8,500 feet.
September 24th, 130 miles, a nice flight to end the thermals season.

In *December*, 1947, there was no more lift in the Paris country and he used this quiet period to fly motor planes and to acquire the badges of 1st and 2nd degree.

May, 1948, he returned to Beynes and piles in performances in an astonishing rhythm :—

1st May, 155 miles in a 'Mü-13.'
11th May, gain of 10,880 feet in a 'Kranich'



GIRL IN THE NEWS GOES GLIDING

This picture shows Otilia Frayao, the girl who has been much in the news this year since she stowed away on board Allcard's yacht from the Azores, having her first 'go' at gliding at Lasham Airfield, site of the Army Gliding Club, recently

recorded as the altitude leg.

23rd May, distance of Beynes-Liège (199 miles) in a ' Weihe.' Pierre holds the complete Gold ' C ,' the No. 14 in the French list, only 3 years after his beginning to glide. During this period he soared a total of 800 hours, more than a complete month spent into the air.

In *June*, 1948 he followed a special course at Challes les Eaux and Le Fayet Mont Blanc, destined to choose the French team entering the Samaden competitions. But he was not chosen and went to Samaden as a retriever.

August, 1948. He entered the international competitions of Beynes with a ' Weihe.'

On August 13th, he is classed 2nd of the day with 176 miles and a gain of 7,422 feet.

On August 16th, only two distances are recorded by unfavourable conditions by Pierre and Lepanse, his previous instructor, 32 miles goal flights.

On August 17th, he obtained the better daily altitude gain with 6,500 feet.

On August 20th, he made the better daily distance, 199 miles goal from Beynes to Liège, his first diamond, and the better daily gain of height with 9,905 feet.

At the end of the competition he is classed third, just behind the late Mazoyer (France) and Alwin Kuhn (Switzerland).

In 1949 he is 21 years old and is enlisted for his Army service.

In 1950 under his employment at the S.A.L.S. he went to Orebrö as the retriever of the Fonteilles' ' Air 100.'

In 1951 he was given the ' Bréguet 900 ' to try some performances at the Pont Saint Vincent Centre. But it is with a ' Minimoa ' that he reached 20,600 feet in a cumulonimbus and takes his second diamond ; he soared very far from Pont to pick above the Vosges chain suitable clouds. Icing and hail were so pronounced that the paint of the leading edges became spoiled.

On the 30th June, 1951, the north-east wind appeared to favour long distance flights and Pierre took off in an ' Air 100 ' from Pont Saint Vincent at 11 o'clock with Rodez as his goal, 331 miles away. But he landed at Saint Hippolyte at 18.34 hours, 15 miles short and missed a French record. However, he has won the Gold ' C ' with 3 diamonds, the second one acquired in the world. It is a great achievement for a young pilot 23 years old who has devoted his life to soaring.

Other pilots are just behind him looking for the 3 diamonds. Five need only a diamond :—

Mrs. Marcelle Choisnet-Gohard, who has got her 5,000 metres gain at Saint Auban in a ' Weihe ' and the goal flight in an ' Air 100 ' from Beynes to Liège, the same journey already twice performed by Pierre.

M. Eric Nessler, the senior French pilot, who flew 313 miles at Wichita Falls in an ' Air 100 ' and accomplished during last July at Beynes a climb to 18,700 feet in another ' Air 100.'

Captain Fonteilles, owning the goal distance from Coblence to Semur in a ' Meise ' and the 5,000 metres at Saint Auban in a ' Nord 2000.'

M. Lambert who accomplished a goal flight from Pont Saint Vincent to Villefranche in a ' Weihe ' and a 5,000 metres gain at Chavenay in an ' Air 100.'

M. Suisse, with 348 miles in a ' Weihe ' and a 5,000 metres gain at Saint Auban in a ' Nord 2000.'

One observes that Pierre has many challengers and that it is possible that several Diamond ' C ' badges may be acquired in France in the near future.

Note : Gérard Pierre is an amateur pilot not one appointed by S.A.L.S.

Champion Crashed after 5 miles in Cross-Channel Bid

FLIGHT Lieutenant A. W. Bedford, A.F.C., Britain's Champion Glider Pilot in an attempted cross-channel flight from Farnborough, Hants, on August 13, crashed at Woking, Surrey, a few miles away after being airborne for only a few minutes. He just cleared a row of houses and narrowly avoided children and workmen in the street. His machine, an ' Olympia ' was wrecked.

F/L Bedford, who is attached to the Experimental Department at South Farnborough broke four British National and U.K. Local Records in May, including British distance (257 miles) to become the only British pilot with 2 diamonds for his Gold ' C .'

He was placed 9th in the recent British Championships.

' BOURNEMOUTH'S ' MAIDEN FLIGHT

THE first British airship to be built in this country since the ' R101 ' crash, in 1930, made its maiden flight on 19th July from the R.A.F. balloon centre at Cardington, Beds. It was airborne for 18 minutes, and the crew of four included an ' R101 ' survivor.

The airship is the ' Bournemouth,' built by members of the Airship Club formed by Lord Ventry with the financial help of the Bournemouth Corporation and the Air League of the British Empire.

Pilot on the first flight was Captain J. A. Beckford-Ball, who 21 years ago flew the ' ADI,' the last British non-rigid airship to be built. The other aviators were F/Lt. H. Richardson, a serving R.A.F. officer who flew airships in the first world war, F. Twinn (coxswain), and A. Bell, who is a survivor of the ' R101 ' crash.

The ' Bournemouth ' was started in 1949. Its envelope is 108 feet long, with a maximum diameter of 27.3 feet, and a capacity of 45,000 cubic feet. The car has a steel tube frame and is covered with alloy sheet, except for the transparent nose. The engine, a 76 h.p. British *Salmson* driving a four-bladed airscrew, is at the rear of the car.

INQUEST REPORT

It is with the deepest regret that we have to report the death of Mr. Jack Hanks, aged 43, resident instructor of the London Gliding Club, who was killed on Sunday, August 19, when his glider crashed after a collision 600 ft. over the site at Dunstable.

We, on behalf of gliding people all over the world offer our most sympathetic condolences to his family and his fellow club members.

THE theory that a glider in flight suddenly had a ' sink ' and was impaled in mid-air upon the wing of another was advanced at the Dunstable (Beds.) inquest of August 22, on Mr. Frederick John Hanks, killed in collision with another glider over Dunstable Downs on Sunday, August 19.

Aged 43, Mr. Hanks had been a resident instructor at the London Gliding Club since 1947. He was stated to have had 500 hours of experience in glider flying, and recently made a trip of 110 miles from Cromer to Dunstable.

A verdict of accidental death was recorded.

John Graham Murray, of Sevenoaks, Kent, said that he had just been launched in an ' Olympia ' sailplane and was circling the Downs when he saw a ' Camel ' glider coming towards him on a slightly higher level. It was head-on to him and banking.

He turned to the right to avoid it, thus observing the gliding ' rules of the road.' The other glider, however, was approaching fast and banking at the same time. Had it been flying on a horizontal plane it would have passed over the top of him.

' Possibly he was flying on instruments and not looking,' said witness.

Cross-examined by Mr. E. D. Pockwell, for the Club, Murray said that it was permitted for glider pilots to travel in opposite directions on the Downs ridge.

He explained that he made a safe landing, although ' it was a bit awkward.'

Mr. Albert Walker, chief engineer at the Club, said that the ' Camel ' glider was built about 1938. It was a prototype and privately owned, but it had not yet been granted a certificate of airworthiness, although its tests were near completion.

Mr. Walker explained that such a certificate was not compulsory, and it was quite in order for Mr. Hanks to pilot the glider.

The machines were examined daily by people qualified to carry out detailed inspection, and Hanks was one of these approved inspectors.

Mr. Walker said he did not see the collision, but afterwards saw the ' Olympia ' glider make its approach to land. The pilot managed this operation successfully, and the plane was in order although seven feet of one of its wing tips had been knocked off.

On inspection he found that the controls of the ' Camel ' were also connected up properly, and he felt satisfied that both gliders were sound and in good order.

As to the cause of the accident, Mr. Walker said it could have been due to one of several reasons.

One of them was that as Hanks was flying slightly higher than the other glider it was quite possible that at the moment he was passing he had a ' sink ' and impaled himself on the other glider's wing.

Or he may have been keeping an eye on his variometer instrument at that moment.

The Deputy Coroner, Mr. J. A. I. Drew : ' It seems to be a case of an accident with nobody to blame.'

Mr. Walker : ' It was a million to one chance. It may never happen again. The rules were complied with.'

Witness said that he understood Hanks had waived his lunch to make the flight in his lunch hour. The glider was loaned to him for his own pleasure.

Asked by Mr. Drew if Hanks could not have escaped by parachute, he replied, ' I should think he would have been flying too low. The glider would not have been stable enough for him to have got out.'

Recording his verdict, Mr. Drew remarked, ' There is no evidence that either of these planes were in anything but an airworthy condition, and the accident was due to a collision in the air, It appears that the rules of the road for gliders were complied with.'

TOWARDS THE WORLD RECORD—continued

And what were the most interesting experiences during the flight? Well, first and foremost the escape from the sea or rather from difficulties I was in over the sea. Secondly, the escape from my difficulties at Ryssby church when I saw my objective but did not have sufficient height to get there. Thirdly, when I passed Dalälven and in looking at Karlfeldt and beautiful Folkärna suddenly found myself down to 800 m. without the slightest indication of an up current. On this occasion I was saved by a buzzard which found out so much dry thermal currents that even I in its company was able to force my way up to 1,500 metres. Without the buzzard my life would have been a failure.

The most pleasant thing of all was of course the landing at my objective, but that goes without saying

And as to the worst part of the flying? When my tug released me too soon. The thought of having frozen feet for 6 hours and that according to the mathematical calculations at KSAK the distance does not perhaps quite reach 500 km.

The release took place at 0905 hours exactly 10 km. north of Segerstads church and 12 km. east of Bollnäs. The release height was 1,800 m. The landing took place at 1656 hours.'

Alf Hedman now has the chance of becoming Sweden's first holder of a complete Diamond ' C '. All that is needed now is to achieve a height of 5,000 metres. Hedman will do that at the first available opportunity.

And now as we have said we are waiting for a World record. Perhaps it is, however, too late this year.

BREVITIES

WORLD PARACHUTE JUMP CHAMPIONSHIPS

BLED, Yugoslavia, Aug. 19.—The French parachutist Pierre Lard won the international world parachute championships here to-day among seventeen competitors from six European countries. With 233 points accumulated from three events he beat his nearest rival, Vojo Vukchevich, of Yugoslavia, by 11 points.

Major Terence Willans, one of the two British competitors finished fourth with 185 points after leading the field in two events. The other British entrant, Charles Thompson, of Birmingham University, was twelfth.

Major Willans missed his chance when he tried to free himself from his parachute before striking the water in a descent into Lake Bled. Competitors then had to swim ashore. The other events in the competition were a precision jump into a 200-yard-wide target area and a delayed opening from 6,500 ft.

SOVIET WOMAN'S RECORD

ANNA SAMOSADOVA, Soviet woman glider pilot, has made a flight of 225 miles, so we understand. This is a world record for a woman glider pilot.

"WINGSPAN" is the title of a new gliding journal of the Aero Club of South Africa which has just published its first issue as a quarterly.

LORNE WELCH has given up his position as C.F.I. of the Redhill Gliding Club to take up a 'civilian' job.

LONGEST glider flight ever made by an A.T.C. cadet in this country was achieved by Corporal Bamford (17) of Neston, Wirral, Cheshire, a few weeks ago. He flew for 5 hrs. 34 minutes.

LAWRENCE WRIGHT flying an 'Olympia' at Dunstable on August 12, had to fly between 80 and 90 m.p.h. in order to keep out of a Cloud Street which was operating over the Downs, such was the uplift.

MR. STANLEY IVERMEE, aged 20, of Kingsbury, N.W., was taken to St. Albans and Mid-Herts hospital with multiple injuries on Saturday after his glider crashed while landing at the Handley Page Gliding Club's airfield at St. Albans.

TONY GOODHART, who did so well in the National Championships, reached 16,000 feet at Gosport on August 5, to gain the altitude leg for his Gold 'C.'

INTERNATIONAL DISTANCE RECORD

RICHARD JOHNSON, flying the 'RJ-5' set up a new International Distance record on August 5, with a flight of 545 miles from Odessa, in Texas, to Salina, Kansas. The previous record was held by Olga Klepikova with a flight of 465.5 miles in Russia twelve years ago.

This flight, carefully planned with the Official Observers of the Soaring Society of America who were in charge, was originally planned as a Goal Flight to Colby, Kansas, a distance of 520 miles.

Johnson stated his intentions however, of pressing on beyond this point if possible, notwithstanding the fact that the Colby goal would give him not only the International Distance Record but the International Goal Record as well. Arriving over his goal, or within easy striking distance, conditions warranted a slight change in the course and a try for the greater distance was made.

POLISH TAILLESS GLIDER—*cont. from page 203.*

by an air-brake lever and the flaps are operated by a small wheel on the right hand side of the cockpit, like any normal tail-trimmer.

It will be seen that the control movements are identical with those of normal aircraft, even though the ways of effecting the evolutions are unorthodox. The prototype can serve either as first version or as second version, since the large rudder, which has most of the taper on the trailing edge, is removable, as is the small fin and its fillet.

The nacelle-fuselage is of fairly deep section and tapers fairly sharply aft of the cockpit. In the second version the end of the fuselage is rounded (in side view), though in plan view it tapers to a point. The glazed cockpit cover gives exceptionally fine visibility, owing to the sharp taper of the rear fuselage and the steep downward curve of the nose.

There is a large skid, extending as far back as the rear of the cockpit, and a very small auxiliary skid is fitted under the extreme rear fuselage.

After the first few test flights, all of which were satisfactory, trials were interrupted by unfavourable weather conditions but they have probably been resumed by now.

NEWS FROM THE CLUBS

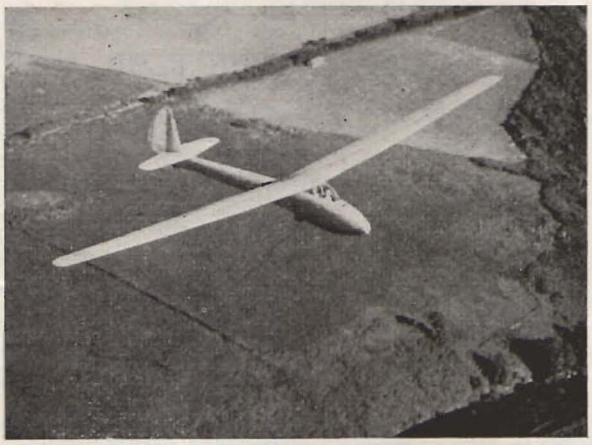
CANADA

Canadian Glider Sets New Record. On July 7, at Pendleton, a quiet day was closing, with the gliders tucked away in the hangar. A sharp eye spied a growing Cu-Nim on the horizon—the first cloud all day. Nothing would do but have a try at it.

With Barry in the 'Olympia' a tow was made to

SLINGSBY SAILPLANES LTD.

Here is the 'SKY'



Winner of the 1951 British National Gliding Championships.

Britain's finest High Performance Sailplane.

A SLINGSBY PRODUCTION

No finer workmanship goes into any Sailplane. British and Best.

کس سیل پلین میں کاریگری کی یہ باریکیاں صرف نہیں ہوئیں
برطانیہ کا بنا ہوا، بہترین بنا ہوا

DÜNYANIN EN MÜKEMMEL YAPILI PLANÖRLERİ BERİTANYA MAMULU PLANÖRLERDİR -

إن صناعة هذه الطائرة الشراعية لا تفوقها أية صناعة أخرى
هي بريطانية وأحسن الطائرات الشراعية

" Εἰς οὐδὲν ἕτερον ἀνεμόσκεπον σῶμα συναγωνίσηται καλλιτέραν ἐργασίαν. Εἶναι βρεττανικῆς κατασκευῆς καὶ ἄριστον "

わが製品程に精巧な技術が使はれてゐる帆走飛行機は他にないでせう。英國製で、最優秀機。

Kirbymoorside - Yorks

TELEPHONE 312

NEWS FROM THE CLUBS—continued

4,400 ft. After a few minutes feeling for the lift, good air was caught and there ensued a prolonged period of blind flying. Lift was not very turbulent but very positive.

Result, he came out of the cloud at 14,400 ft. to set a new Canadian height record and altitude-gained record. A noble effort indeed and another first to add to Barry's string.

During the flight he travelled about ten miles and arrived over the airport with a few feet to spare. Needless to say suitable relaxation followed.

Thermals. The Montreal Soaring Council paid us a visit at Pendleton on July 14 and 15.

They brought their 'Pratt-Reid,' '1-19', and 'Moth.' A fine time was had. We have an acute shortage of tyres for the 'Moth' and anyone knowing where they may be obtained, preferably legally, will be doing a great service for the club. In the April issue of *Sailplane and Glider* is a design for a rigid skinned trailer—plywood frames and masonite cover—that would make a very fine hangar as well. Some fold-down bunks and a galley would make it complete.

ULSTER GLIDING CLUB

FLYING on this Magilligan site is becoming a regular habit. We are so far ahead of last year's flying hours that we become almost blasé. We have no outstanding performances to report.

June 23rd. Sammy Sansom floated around as usual but could manage only 15 minutes at 700 feet.

June 24th. Sammy had two flights, one of 2½ hours to 1,500 feet, and one of 1¼ hours to 1,200 feet.

Claude Austin put in 30 minutes and Cooper one hour.

June 25th. Cooper really went to town and took the 'Tutor' to 3,600 feet. We are so glad to see this cheery person enjoying himself. He is a great asset to our Club. We saw recently the 'Wooden Horse' film portraying the original in which Cooper took part and we can well understand Cooper's desire for height after so much work below ground. We hope he can keep us jumping by putting up these grand soaring flights.

July 13th. Liddell went aloft for three hours in the 'Gull' in light northerly air which bubbled with little fizzy thermals. It was one of the most beautiful days of the year. We had a visit from Mr. and Mrs. Jim Carr. Jimmy took his Silver 'C' at 'El Mirage,' California. Unfortunately he arrived at Magilligan too late for a flight.

AUSTRALIA

CARR WITHALL MEMORIAL TROPHY

Older members of the London Gliding Club, and perhaps other gliding people, will remember Latham Carr Withall who was a member before August, 1940, when he made the supreme sacrifice in the Battle of Britain. Many years ago, he was the honorary secretary of this Club.

With approval and support from his parents, Mr.

NEWS FROM THE CLUBS—continued

and Mrs. Latham Withall of Canberra, we established in 1948 an Annual Trophy known as the Carr Withall Annual Memorial Trophy as a memorial to him and an incentive towards better flying.

Recently we had it photographed and are now sending you a copy which you may publish if you wish. Overall height of the Trophy is 20 inches.

The first winner was Mr. N. J. Hyde, who flew 85 miles from Benalla, Vic., to Jerilderie, N.S.W. in a 'Grunau Baby II' in January, 1948; the second winner was Keith Chamberlin for his cu-nimb. flight at Benalla in January, 1949; the winner for 1950 was Mr. G. Isaac for a 5¼ hours flight with a nett climb of 6,800 feet in the Club's 'G.B. II' again at Benalla on 28th December last.

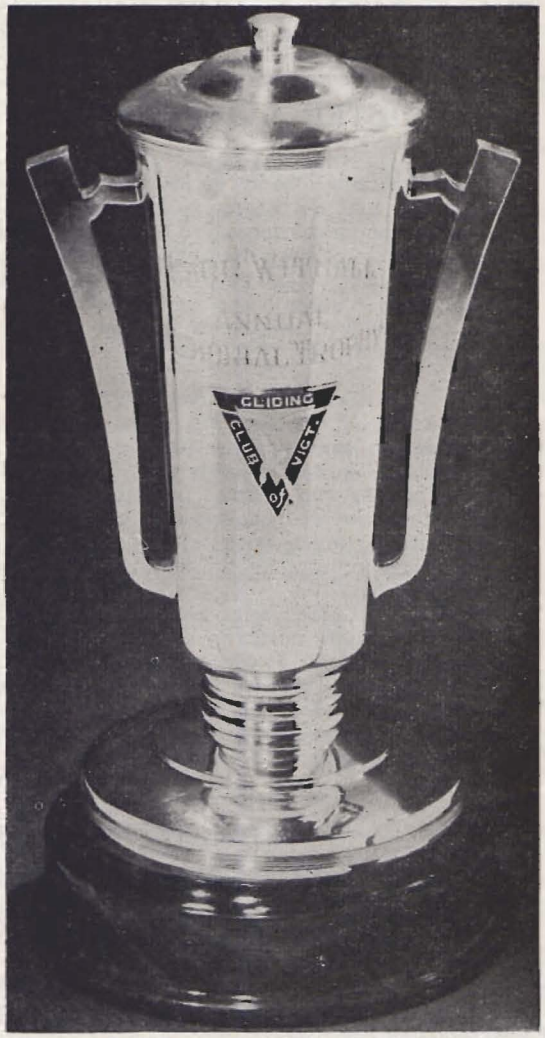
The winner does not hold the Trophy; a replica Trophy about 8 inches high is awarded to him for permanent possession, being provided by Mr. and Mrs. Withall. These replicas are much admired by all and greatly prized by the recipients.

With best wishes,

The Gliding Club of Victoria,

H. L. Beck,

Hon. Secretary



The Carr Withall Memorial Trophy

(Carr Withall's widow married G. H. Stephenson and her two little boys named Carr and Withall were much in evidence during the Competitions at Great Hucklow. —Ed.)

ARMY GLIDING CLUB

WE are happy to welcome the Surrey Club to our site at Lackam. After various reconnaisances and flights to and from the airfield, they are now co-operating with us in the development of a new Club-house and other amenities.

Although the two Clubs will operate independently in flying matters, we intend to join up in the Club-house, to the benefit of all concerned.

We have now acquired a second 'Grunau Baby,' as we consider the transition from the '21B' to this machine (given a somewhat lengthened period on the '21B'), is less drastic than a transfer to the 'Cadet.'

The Ministry of Works have unfortunately seen fit to dig up various runways and peritracks during the past few months, which has restricted our activities to some extent, and with the 'Olympia' away at the Championships—where our team managed to win the final day's race—our cross-country season has not been particularly fruitful to date.

However, a Silver 'C' distance was attained by Charles Doman in a flight to Redhill, and John Corbett only failed in a similar attempt by a few miles, coming down near Petworth in the blue 'Grunau,' after contacting a dream of a thermal.

R.L.P.

CENTRAL AFRICAN NEWS

IF gliding means flying, then the quarter's news is bad. If, however, it means construction, then all goes well. Whilst only primary flying is taking place, there is some consolation that it is winter, the season when thermals are elusive, although possibly not so by English standards. Construction now, however, should mean flying in the future, so it is possible that the future is bright on the new horizon.

BULAWAYO GLIDING CLUB

The news from Bulawayo is disappointing in that the most commendable initial enthusiasm of the committee appears to be waning—could it be through the temporary absence of Harris, the Chairman? In the nine months since the Club's inception, no subscriptions have been raised, yet the Club has acquired a primary, a Lincoln powered winch, and a tow car—and yet, no flying has started. A bad, good show, chaps!

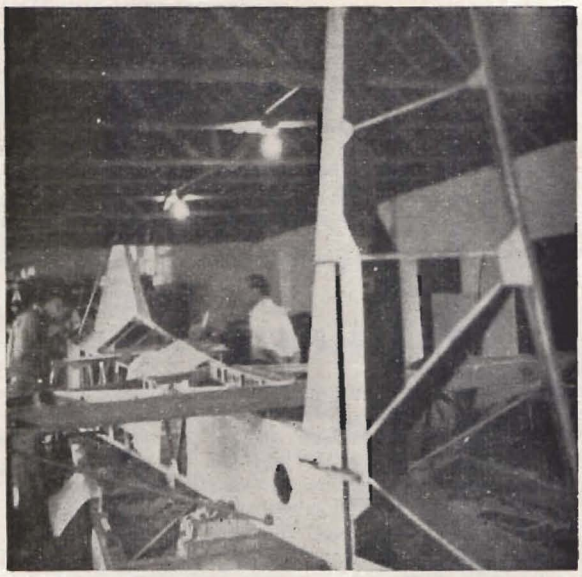
GWELO GLIDING CLUB

News is always slow to come from the Midlands—and gliding appears to be no exception. We know that a club is now in being—but only from our South African friends, for a ' Tutor ' has been sold, we understand, to Gwelo from a Johannesburg club. This should prove a welcome addition to the Rhodesian fleet.

A ' Tutor ' has already been soared to 14,000 feet in Salisbury so we know its worth. We all wish good luck to Gwelo.

SALISBURY GLIDING CLUB

Salisbury has been the centre of the workshop activity. The last committee imported a fuselage kit for the ' T.31 '—the first two-seater to come to Rhodesia, and half the members have given half their spare time for the last three months to assemble this. At the time of writing the last dope is drying, and, by the time that this goes to press flying should be in full swing. Lady Huggins, wife of the Prime Minister of Southern Rhodesia, who is also the Club President, has agreed to christen the aircraft at the launching ceremony. We all miss Sam (Yarp) Barker who has left us to return to his native land, and wish him well. He seems to be circulating around the South African gliding circles, but, luckily has left his quarter of ' H.17 ' behind, so we hope to see him when thermals come.



Burning the midnight oil ! Members of the Salisbury Gliding Club assembling the ' T31 ' in the Women's Institute, Royal Rhodesian Agricultural Show Ground, Salisbury, Rhodesia

BOOK REVIEW

' Climate in Everyday Life.' By C. E. P. Brooks, I.S.O., D.Sc., F.R.Met.Soc.

Ernest Benn Ltd. 25/-

THIS is an interesting though not an easy book to read. This is a book to study seriously, to keep handy and to dip into from time to time. It does what it sets out to do—tells the reader exactly how much climate affects humanity—habits, physical characteristics, the construction, siting and planning of houses, heating, lighting and even the siting of flowers, shrubs and fruits in regard to local topography. The only undeveloped chapter is that dealing with weather control, precipitation and dispersal, and the writer has perhaps wisely left this alone. An interesting table is given on p. 178 of the absorption of heat by materials of various colours (black 100, white 40-50 etc.) and of the different absorption factors of surfaces such as sand, black earth, aircraft wing etc., which is of interest to thermal hunters. This book will save the student years of reading.

V.B.

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ROYAL AERO CLUB CERTIFICATES

(Issued under delegation, by the B.G.A.) **JULY, 1951**

CERTIFICATES 'A' .. 166 (13317 to 13482 inc.)
'B' .. 95
'C' .. 29
Silver 'C' 9
Gold 'C' —

'B' CERTIFICATES

No.	*Name*	*A.T.C. School or Gliding Club.*	*Date taken*
6407	Dudley H. Walker	No. 41 G.S.	19. 5.51
6580	Raymond S. Walker	Bristol G.C.	11. 7.51
7235	Richard M. Ruttle	Halton Apps.	1. 7.51
7492	Reginald I. Lewis	R.A.F. Bridgnorth	30. 6.51
7720	Brian S. Mitchell	Gloucester G.C.	17. 4.50
8415	Frederick H. Abraham	No. 68 G.S.	21. 7.51
8694	John Butcher	No. 84 G.S.	29. 6.51
9142	Bernard J. Ball	Cranwell	1. 7.51
9652	Michael J. Sugden	No. 168 G.S.	3. 6.51
9996	James B. Parker	No. 168 G.S.	18. 4.51
10138	Alan Jones	No. 92 G.S.	21. 7.51
11532	Peter F. Hill	No. 105 G.S.	28. 7.51
11678	Louis W. Dowdall	No. 126 G.S.	31. 6.51
11729	John M. Parkinson	No. 104 G.S.	29. 7.51
11798	Peter G. Hutton	No. 23 G.S.	30. 6.51
12206	Gordon Pottage	No. 23 G.S.	2. 6.51
12330	John C. Strugnell	No. 106 G.S.	22. 7.51
13015	Barry Ware	Bristol G.C.	29. 6.51
13047	Douglas J. Cox	No. 104 G.S.	1. 7.51
13094	Robert Way	Halton Apps.	7. 7.51
13098	Sidney J. West	No. 123 G.S.	22. 7.51
13151	Geoffrey B. Woods	No. 186 G.S.	1. 7.51
13229	David W. Gates	No. 123 G.S.	30. 6.51
13231	Barry L. Worrall	No. 123 G.S.	1. 7.51
13236	Stanley J. Livesley	No. 186 G.S.	8. 7.51
13246	Albert J. Ovendon	No. 146 G.S.	8. 7.51
13253	John W. Utley	No. 24 G.S.	10. 6.51
13268	John A. W. Rodwell	No. 89 G.S.	24. 6.51
13270	Ian P. Goddard	No. 146 G.S.	24. 6.51
13317	John A. Sowrey	E.T.P.S.	17. 6.51
13318	George E. Gifford	B.A.F.O.	17. 6.51
13331	Arthur R. McKenzie	No. 105 G.S.	30. 6.51
13332	Arthur H. Tobin	Portsmouth N.G.C.	28. 6.51
13340	Henry H. Skinner	No. 123 G.S.	1. 7.51
13343	John Briggs	No. 49 G.S.	3. 6.51
13344	Robin M. I. Dare	No. 84 G.S.	1. 7.50
13354	Michael C. S. Apps	Gannet G.C.	30. 6.51
13355	Betty Robinson	Coll. of Aeron.	25. 6.51
13356	Patrick J. W. Woolley	Army G.C.	30. 6.51
13359	Reginald A. Langley	Coll. of Aeron.	23. 6.51
13365	Barry V. Smith	Southdown G.C.	1. 7.51
13368	Gyles P. Carne	Portsmouth N.G.C.	28. 6.51
13372	Brian A. Packer	No. 22 G.S.	1. 7.51

'B' CERTIFICATES (cont.)

No.	Name	A.T.C. School or Gliding Club.	Date taken
13373	John M. Ayre	No. 22 G.S.	1. 7.51
13374	Kenneth F. J. Horne	No. 22 G.S.	1. 7.51
13375	Norman A. Brooks	No. 22 G.S.	1. 7.51
13377	Robert L. Porteous	Scottish G.U.	8. 7.51
13378	William M. Adamson	No. 31 G.C.	8. 7.51
13383	Charles M. Davidson	No. 2 G.S.	21. 7.51
13384	Geoffrey B. Ventress	Slingsby F.C.	5. 2.50
13386	Albert Dunn	Cranwell	20. 6.51
13388	Michael S. Hunt	Derby & Lancs.	13. 5.51
13389	Alexander W. Watson	Southdown	8. 7.51
13391	Irvin H. Payne	No. 104 G.S.	7. 7.51
13393	John T. D. Eales	Bristol G.C.	21. 7.51
13396	Leslie F. Hales	No. 89 G.S.	14. 7.51
13398	William J. Mariott	Cranwell	24. 2.50
13399	William J. Stacey	Cranwell	4. 3.51
13400	John F. H. Tetley	Cranwell	6. 5.51
13401	Harry M. Vincent	Cranwell	20. 5.51
13402	Richard A. Calvert	Cranwell	1. 7.51
13403	Rutherford M. Hancock	Cranwell	4. 7.51
13404	Gordon S. Grierson	Cranwell	1. 7.51
13405	Colin D. Sharpe	Cranwell	16. 6.51
13406	Peter J. Underdown	Cranwell	1. 7.51
13407	Richard F. Witty	Cranwell	23. 6.51
13415	John E. G. Harwood	B.A.F.O.	2. 6.51
13416	Gordon A. B. Middleton	A.T.C. Summer Camp	9. 7.51
13419	Eric J. Pagram	London G.C.	8. 7.51
13424	Colin D. Stewart	A.T.C. Summer Camp	13. 7.51
13427	Alan J. Player	No. 123 G.S.	22. 7.51
13428	David A. J. Godliman	No. 123 G.S.	22. 7.51
13429	Colin G. Richardson	No. 123 G.S.	8. 7.51
13430	John A. Matthew	Pulmar	24. 6.51
13434	Derek N. Dean	Portsmouth G.C.	1. 7.51
13436	Petra Nankivell	Surrey G.C.	19. 5.51
13441	George H. Truscott	Surrey G.C.	8. 7.51
13458	Mabel E. Saddler	Bristol G.C.	20. 7.51
13459	Ian A. R. Kearl	No. 92 G.S.	21. 7.51
13460	Ronald G. Katesmark	Bristol G.C.	20. 7.51
13461	Derek Evans	R.A.E.G.F.	3. 7.51
13462	Alexander E. Easson	Portsmouth N.G.C.	21. 7.51
13463	David Cunningham	No. 2 G.S.	3. 7.51
13464	Leslie F. Cullen	A.T.C. Summer Camp	13. 7.51
13465	Margaret J. Powell	Gannet G.C.	15. 7.51
13466	William M. Criggie	A.T.C. Summer Camp	20. 7.51
13467	Willaim A. Bell	A.T.C. Summer Camp	20. 7.51
13468	William Whitaker	Luneburg	11. 3.51
13469	Frank Rozee	Luneburg	21. 5.41
13470	Bernard M. Brown	Bristol G.C.	4. 6.51
13472	Nathaniel J. Banks	No. 203 G.S.	30. 6.51
13478	Thomas Hannah	Gannet G.C.	15. 7.51
13479	James W. Cockburn	No. 2 G.S.	3. 7.51
13480	Douglas C. McInnes	No. 5 G.S.	27. 7.51
13482	Peter Upton	Salisbury, S. Rhodesia	9.12.50

'C' CERTIFICATES

2091	Joseph K. Blades	Surrey G.C.	15. 7.51
4004	Gerald R. Thomas	No. 87 G.S.	15. 4.51
7720	Briau S. Mitchell	Gloucester G.C.	8. 7.51
8415	Frederick H. Abraham	No. 68 G.S.	29. 7.51
10225	Ronald W. Tull	Southdown	16. 6.51
10722	Charles W. F. Buck	Surrey	8. 7.51
12478	Raymond L. Harvey	No. 130 G.S.	21. 7.51
12841	Robert L. Craggs	No. 23 G.S.	22. 7.51
12980	Mary Martyr	Bristol G.C.	16. 6.51
13049	Paul Minton	Imperial Coll.	17. 7.51
13055	Gerald S. Whiting	Bristol G.C.	17. 6.51
13091	Ian G. R. Burdon-Bailey	Derby & Lancs.	24. 6.51
13095	Christopher P. Dennison	Imperial Coll.	17. 7.51
13187	Alan Jeffs	Midland G.C.	7. 7.51
13206	George R. B. Whitaker	Derby & Lancs.	11. 7.51
13217	Philip Hemingway	Derby & Lancs.	24. 6.51
13235	Keith R. Johnston	Derby & Lancs.	7. 7.51
13241	Derek C. L. Chidell	Surrey G.C.	2. 7.51
13256	Peter Bethell	Surrey G.C.	2. 7.51
13317	John A. Sowrey	E.T.P.S.	17. 6.51
13318	George E. Gifford	B.A.F.O.	3. 3.51
13384	Geoffrey B. Ventress	Slingsby F.C.	10. 6.50
13388	Michael S. Hunt	Derby & Lancs.	7. 7.51
13398	William J. Mariott	Cranwell	2. 6.51
13400	John F. H. Tetley	Cranwell	16. 5.51
13401	Harry M. Vincent	Cranwell	7. 6.51
13468	William Whitaker	Luneburg	16. 6.51
13469	Frank Rozee	Luneburg	2. 7.51
13470	Bernard M. Brown	Bristol G.C.	25. 3.51

SILVER 'C's'

No.	Name	Club	Date completed
330	R. Grant	B.A.F.O.	2. 6.51
331	P. R. L. Emson	B.A.F.O.	7. 5.51
332	G. S. Brown	Cambridge	4. 8.49
333	J. W. Horrell	London	3. 7.51
334	H. G. Wheatcroft	London	29. 4.51
335	R. Andrews	B.A.F.O.	7. 7.51
336	Philip Ramsden	London	3. 7.51
337	D. R. Atkinson	Cranwell	15. 7.51
338	A. F. Gotch	Bristol	27. 7.51

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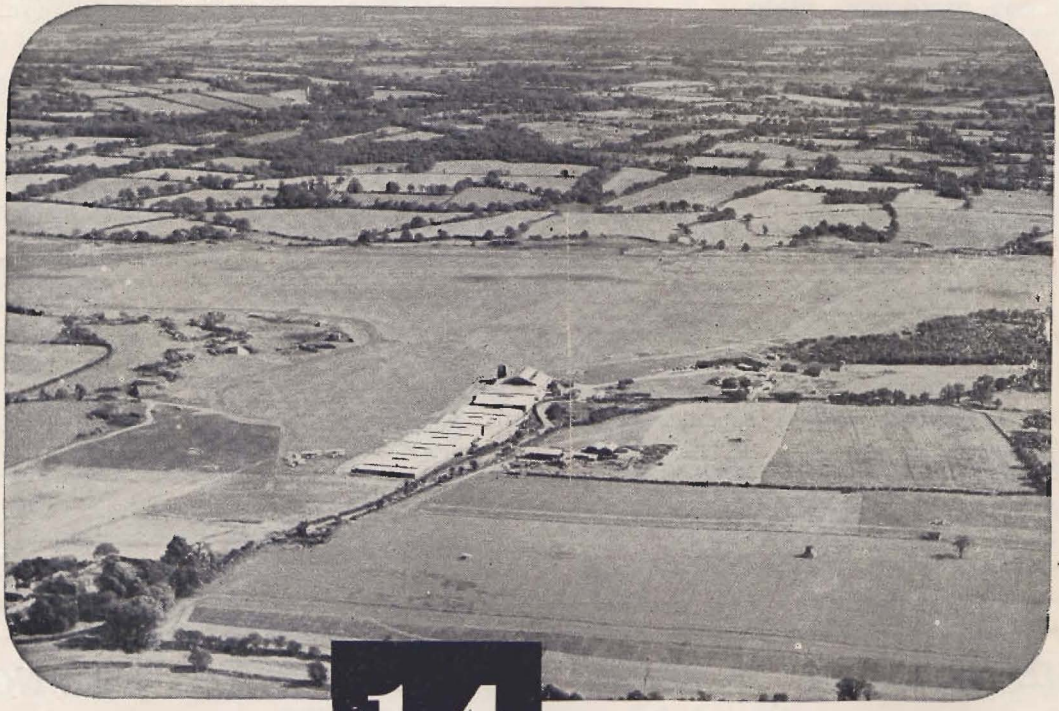
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