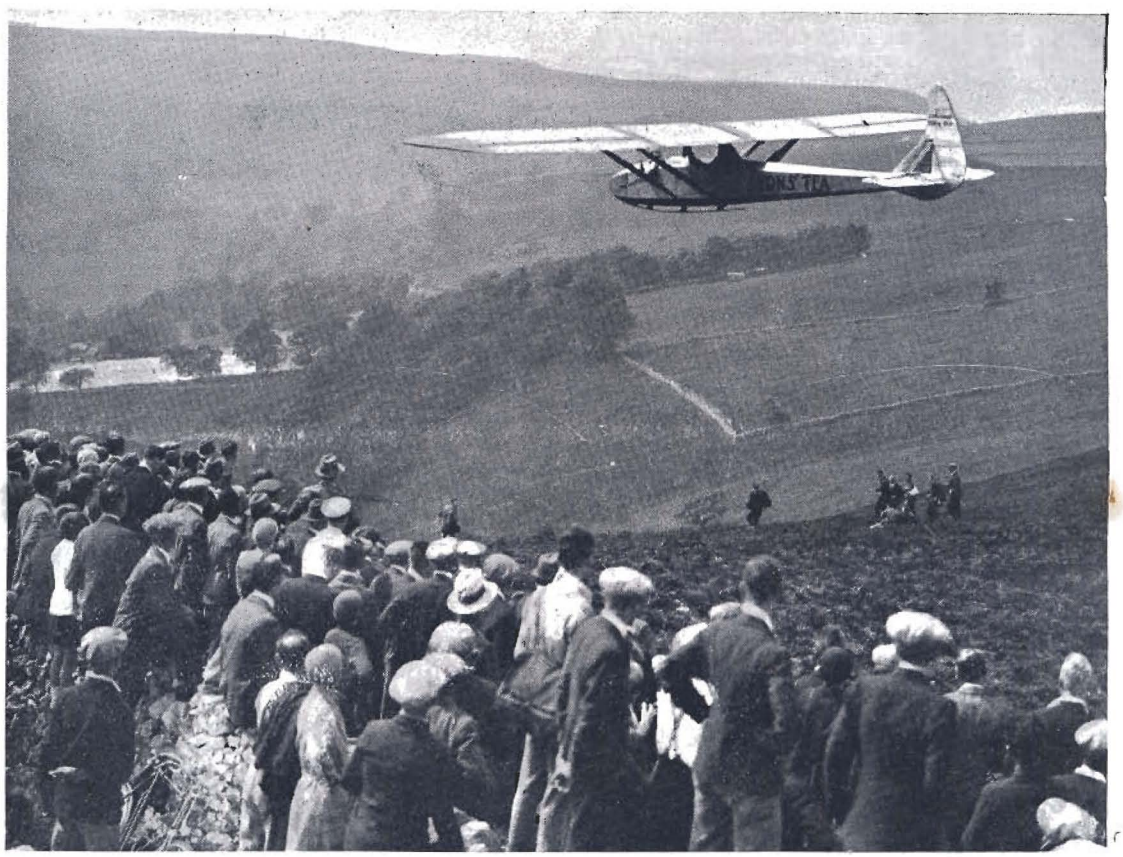
July 17, 1931 Vol. 2. No. 1

THE SAILPLANE AND GLIDER

Price 6d.

Edited by Thurstan James.

AT BUNSTER



Herr Magersuppe soaring the "Scarboro" at Bunster.

THE SECOND PHASE

With this number THE SAILPLANE AND GLIDER begins the second phase of its existence, and also the second volume. As we explained in the last issue of Volume 1, which appeared on June 26, the paper would not be continued as a weekly. It has been decided by THE BRITISH GLIDING ASSOCIATION, to whom the paper now belongs by the generous action of the Directors of Aeronautics Ltd., that the paper will be published as a fortnightly, at twice the price and as far as possible at twice the size.

But the size really depends on the British Gliding Movement, THE BRITISH GLIDING ASSOCIATION cannot afford to lose anything from five to ten pounds every week and therefore the size of the paper will depend entirely upon the support which is given to it by the Movement. If every reader will insist on his friends buying a copy and ensure that the circulation is as large as possible, the advertising will automatically increase by virtue of the circulation figures, and we shall in turn be able to give you a larger paper, as well as better value for your money.

The paper is your own and the features which it contains are yours to select. If you want more of one sort of thing and less of another, say so; we shall continue to provide what we think proper but you can always ask for something different or additional. Obviously it is not possible to please everybody but it is possible to reach that compromise which shall give the maximum satisfaction.

This number contains only twelve pages because we cannot afford to give you more but if they are what you like introduce some new readers and we will give you another four next issue. It all depends on you.

The paper is being run by THE BRITISH GLIDING ASSOCIATION from their offices at 44a Dover Street, W.1., where all communications should be addressed. All the real work is being done by the staff of those offices. For the present, the actual editing of the paper and its make-up is being continued by Thurstan James whose comments upon happenings within the Movement have not always been popular (criticism never is).

He will continue to write editorially, but this front page will set out the official stand-point or attitude of the ASSOCIATION. His private views will appear over his own signature, and in that case of course need not be taken seriously. That his views were not always extreme may be gauged by the fact that the Chairman of THE BRITISH GLIDING ASSOCIATION mentioned at Ilkley, that Members subscriptions should be about £5 (though he said it slightly differently). This figure was often mentioned by Thurstan James in his paper and his correspondence.

He used to talk, too, about amalgamations, groups, territorial federations (a phrase coined by Mr. Goodyear), and now we have to chronicle the coalescing of the Southern Soarers with the Surrey Club. Major Currin is striving to form a Midland Soaring School and the Ilkley people at Malham, are not averse to a similar idea.

Well, this page will set forth the Association's views and all people who are striving to further the cause of

Motorless Flight must co-operate to back those views up. The Association is the Controlling Body of the Movement and to it our loyalty is due. Once a decision is taken let us all make quite sure that it is carried into effect, one only wastes time by talking after the decision is made.

WANTED: AN ARTIST

The Sailplane badly wants to avail itself of the services of a philanthropist who will do a certain amount of drawing. Items of particular interest are always being left out because there is no way of illustrating them.

CONGRATULATIONS

The London Club are again to be congratulated on adding to the number of **ab initio** "C" pilots. As recounted elsewhere, Messrs. Morland and Robertson made qualifying flights in a Prufling. There are now four **ab initio** "C" pilots in the Country, each one of whom is an excellent advertisement of the value of the Motorless Flight Movement. In any case we gather that high hopes are flourishing in the South Country that a crop of **ab initio** "C's" will be gathered at Balsdean soon. We all hope they are. On the high ratio of soaring pilots to pupils depends the health of the Gliding Movement.

HERR KRONFELD

Herr Kronfeld got £1,000 for tobogganing across the Channel and nothing for soaring between Hanworth and Chatham. Such is the perversity of human existence, but we know quite well for which feat we owe him the greatest debt of gratitude. We are proud to include a special article from Herr Kronfeld describing these flights. This article is enhanced by the reproduction of the actual barograms obtained during the flights which shows the heights attained and the force of the currents experienced.

A NEW FEATURE

The next issue of The Sailplane will contain a new feature. This will be a column in which technical queries will be answered by Capt. C. H. Latimer Needham, who is Chairman of the Technical Committee of The British Gliding Association. Only the most interesting of these will be published as our space is strictly limited. All queries should be addressed to 44a Dover Street, and marked, "Queries" in the left-hand top corner.

THE CONFERENCE AT ILKLEY

The first Conference representative of the whole of the British Gliding Movement was held at Ilkley on Saturday, July 11, when delegates from the following clubs were present:—Leeds, Channel, North Kent, Hull, Huddersfield, Oxford, Newcastle, Scarborough, Glasgow, Nottingham, Dumfries, Dorset, Ulster, Southern Counties, Bradford, Westmorland, and Ilkley. Councillor W. Dobson (Chairman of the Ilkley Urban District Council) welcomed the delegates on behalf of the Ilkley Council and was supported by Councillor Dinsdale. The Chairman of the Conference was Mr. Gordon England.

Mr. Gordon England in opening the Conference said this was the first Conference of the Gliding Movement and as such he hoped the deliberations to which they addressed themselves would not only prove of lasting benefit to the whole of the Movement but would considerably help many of the clubs who had found themselves up against a wall. It was not his wish that the Conference should be treated in the nature of a garden party but that it should develop into a real business meeting. There were many points which could be discussed but the paramount one was that of finance and club organisation.

He did not intend to anticipate the important address Mr. Gardiner was going to give on Finance, as this would deal with the fundamentals of club organisation in direct relationship to the club members. It was, he thought, hopeless to run and organise clubs on any lines which did not provide facilities for the members to enjoy. He hoped everybody would have the courage to speak openly and straight to the point. There was no need for despondency because they were all gaining experience which would ensure the British Gliding Movement going from strength to strength.

He felt that the time had now come when the Movement should stand on its own feet and not necessarily follow the German method of training which was not necessarily best suited for this country. In Germany the majority of glider training was intended for school-boys who had plenty of time to devote to the sport. In this country, we had in the main, to cater for men who, like himself, had to earn their daily bread. For this reason, he strongly advocated the adoption of auto-towing.

In the absence of Mr. Humby, the Secretary then read his paper on "Training the *ab initio* by Catapult." This paper was followed by an interesting discussion. Mr. Houlberg then read his paper which gave rise to a long and interesting discussion on the merits and variations of auto-towing.

The Conference then adjourned to the Wells House Hotel for luncheon, but before lunch, the delegates had to go through the ordeal, common to the occasion, of having their photographs taken. Mr. Price (President of the Ilkley Club) was in the chair at the luncheon, and proposed the health of The British Gliding Association to which Mr. England responded.

The afternoon's session was opened by Mr. Gardiner reading his paper on Club finance and organisation. This paper had been transferred from the morning's programme as the Conference felt that it was of such importance that it would be a mistake to take it in the morning when some of the delegates would not be arriving until the afternoon. The main principle which was brought out by Mr. Gardiner's paper and confirmed by the discussion which followed it was that clubs could not hope to be successful if they were dependent on "chance income" from donations, demonstrations, and heaven above. Mr. Gardiner had prepared a monthly Treasurer's statement which, if followed, would enable clubs to keep a knowledge of their finances from month to month.

Mr. Gardiner and the delegates on the whole seemed to be in agreement with the statement made by the Chairman at the morning session, that a gliding club could not be run on a lower subscription than is required by a good tennis and golf club. The cost of gliding per member was not substantially less than £5 per annum.

The Chairman then introduced Captain J. A. Lynch, who is an Insurance Broker, of Lloyds. Capt. Lynch read a most interesting paper and answered many questions which showed how interesting the subject had been to the Conference. Capt. Lynch's assurance that Underwriters always looked after the interests of the insured and tried to keep the rates as low as possible, was greeted with much laughter. There is no doubt that he made the Conference feel that the Gliding Movement was having a fair deal and that the Underwriters would continue to give value for money.

After Insurance had been dealt with, the Chairman pointed out that time was getting on and it would be wise to take only one of the remaining items in the programme. The conference elected to waive the discussion on "Maintenance of Machines" as Mr. Gaunt, who was to have read a paper was unable to be present.

Mr. England accordingly, spoke on the Devolution of the B.G.A., explaining in detail the proposition which had been submitted to the Scottish clubs and which they were now considering. On the discussion which followed, the Hon. Alan Boyle, of the Glasgow Club, said that he was not in favour of Devolution at present, and he thought he was in order in saying that his club was not in favour either. He said that if the Scottish clubs decided to proceed with the scheme, his club would do all it could to make it a success. It appeared from further discussion that the Conference felt that it was better for the office work to be done in London and that clubs should be left free to hold meetings and competitions among themselves.

After a short general discussion the Chairman said in his closing speech that the outstanding feature of the Conference was the desire shown to put finance on a sound basis, and to make provision for increasing the membership of clubs. He referred to the value of the service which the B.G.A. had rendered to the movement last year in bringing Herr Kronfeld over to this country. This year the Movement had received considerable stimulus from the Cross-Channel Competition which had been organised by the B.G.A. on behalf of The Daily Mail. He realised that as a competition those who were already in the Movement had some grounds on which to criticise it, but there was no doubt at all that as a piece of propaganda, and as a means of bringing the Gliding Movement before the public, the event was fully justified. He referred to the flight which Kronfeld had made at Hanworth following on his Cross-Channel glide. This performance had great significance. He has soared over flat ground for over an hour which seemed to prove conclusively that the possibility of gliding from Edinburgh to Glasgow was now practical politics.

Mr. Dinsdale, in his humorous Yorkshire fashion of calling a spade a sanguinary agricultural tool, thanked the B.G.A. for bringing the Conference to Ilkley and proposed a hearty vote of thanks to the Chairman for the excellent way he had conducted the Conference. This was seconded by Mr. Sharpe and the business was concluded.

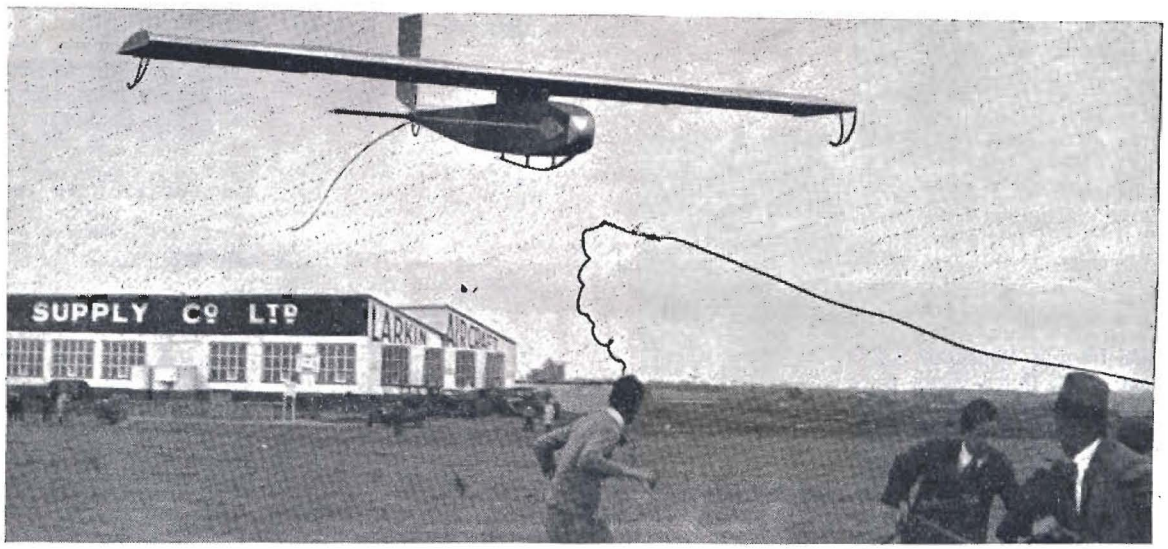
In the evening many of the delegates attended the informal dinner and dance at the Wells House Hotel and on the following morning a few hardened sinners went out on an expedition to explore the fish and chip shops which are so famous in the district.

Competitions were timed to commence at 10 o'clock on Sunday, but owing to heavy rain a start was impossible until the afternoon. The following brought machines:—Mr. Turner (B.A.C. VI), Mr. Allen (Scud), Leeds Club (2 machines), Huddersfield, Bradford, and Preston.—J.L.R.W. and S.W.

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A GREAT AUSTRALIAN MEETING.



THE RECORD BREAKER.—The "Lasco Lark" on its trials at Melbourne.

The Gliding Association of Victoria to which all the local Clubs are affiliated held, during the Easter Holiday, a very successful Gliding Meeting at Tower Hill which is seven miles from Warrnambool and one mile south of Koroit. This site is an immense basin which varies in depth from 300 to 500 feet and the floor within it is about 1,700 acres in area. Naturally with such a formation currents are complex and the up-currents are difficult to find, the more so as they vary with the strength of the wind.

Seven primary machines and two secondaries attended the meeting. The star turn of the Meeting was the duration flight of the Lasco LARK, which stayed up for 1 hour 34 minutes 10 seconds, which is the official Australian Duration Record. The pilot was Flt.-Lt. W. R. Garrett.

The open duration test for primary machines was won with a flight of 16 minutes 38 seconds. The total flying time was over four hours. Five pilots qualified for "C" Certificates with flights ranging from the record down through 44 mins., 16mins, 11min., to 6 mins. Four "B" Certificates were secured and three "A" so that the Meeting fully justified its organisation. There was one lady "B" and one lady "A."

AN UNUSUAL EXPERIENCE

Mr. J. Maurice Bainbridge, who is Captain of the Accrington Gliding Club, received a shock from lightning while in the air recently over Hambledon Hill, Accrington, but he brought the machine down in safety.

A B.A.C. III Glider had been delivered to the President, Mr. Edgar Sharples, and this machine was being tested by Mr. Bainbridge.

He had made a first flight in the new machine, a semi-soarer, from the top of the hill, which is some 1,400 feet above sea level and the highest hill in the district, during which he reached a height of about 200 feet above his starting place with a duration of 1min. 40 secs.

Mr. Bainbridge was engaged in a second flight when he received a terrific shock. Members of the launching crew and others noticed the glider behaving queerly, beginning to wobble, and taking an erratic course. The machine made a heavy landing. On rushing to the spot they found that Mr. Bainbridge was very pale and almost fainting. He was unstrapped and removed from the cockpit. When he recovered he said he had been struck and dazed by lightning. A few minutes later a storm swept over the hill.

JUST OUT

The B.G.A. Handbook is just out. This book which will prove a boon to Club Secretaries is designed to serve as the Official Handbook of **The British Gliding Association,** and as such will be issued to all Members and affiliated organisations. It is also intended for use as a Diary and Reference Book for other persons or organisations interested in Gliding. The Handbook comprises:—the B.G.A. Constitution; its Rules; List of Members; Committees, etc.; particulars of Affiliated Clubs; particulars of Certificates for Airworthiness; Glider Pilots' Certificates, etc.; Undated Diary; Log and Cash Rulings; suggestions about Club Management; Insurance; notes about Instruction; Glossary, etc.

This Edition is limited to 500 copies leaving about half that amount available for sale at 3s. a copy, post free; these can be obtained from, The Secretary, The British Gliding Association, 44a Dover Street, W.1.

CORRESPONDENCE

Sir,—I shall be grateful if you will allow me, through the medium of your valuable journal, to tender my sincere thanks to all those wonderful sportsmen who came from all over the Country to give us their help and support at Bunster.

I do not think there has ever been a more successful gliding meeting in this country but its success was entirely due to the splendid assistance given by our many friends and I want them all to know how much we appreciate it.

(Signed) S. A. CURRIN.
President, Nottingham Gliding Club.

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THE MEETING AT BUNSTER

Can some expert meteorologist explain why, as soon as the Lyons' Tea people's sailplanes and gear appear on a site, the wind immediately changes to an unfavourable quarter?

Those members of Gliding Clubs who attended the Demonstration at Ilam on June 27-28, would notice that the Bunster Hills, which face South and South-East, are in the form of a horse-shoe. Had there been a South or South-East wind, there is no doubt that records would have been broken. Of all the number of times that the Members of the Nottingham Gliding Club have surveyed this site, never before has the wind been blowing from the West, as it was doing consistently during the Demonstration. This meant that only the end of the horse-shoe-shaped hills could be used, which gave a very limited area of a hundred to a hundred and fifty yards for soaring purposes.

In spite of this, some excellent soaring was seen and most of the sailplanes which were there, were able to remain in the air for periods of from twenty to thirty-five minutes. Mr. Waplington, the energetic and enthusiastic Secretary of the B.G.A., honoured the Meet with his presence on both days, complete with stop watch and binoculars. He fulfilled the difficult task of Judge in a very satisfactory way, and thanks are due to him for his great help.



Herr Magersuppe thrills the crowd at Bunster.

Captain Stratton, with his recently and hurriedly repaired R.F.D. Sailplane, gave a wonderful display and soared from two-hundred and fifty to three hundred feet above his launching point. Unfortunately in landing, he had the misfortune to have a slight argument with a stone wall, which made match-wood of his cockpit and damaged one wing. Apart from the unfortunate landing, this was undoubtedly one of the best flights of the meeting and caused the Judges to have great difficulty in arriving at their decision.

Mr. C. M. C. Turner, of The Channel Club, Folkestone, who brought his B.A.C. Sailplane, gave a marvellous display of soaring of a very daring nature. Although consistently losing height, he soared persistently along the face of the hill-side and came so close, that when he turned, his wing-tip appeared to brush the side of the hill. This was a very masterful display and was of such a spectacular nature that it gained for him the President's Silver Cup.

Mr. Baynes brought along the diminutive SCUD which is built by E. D. Abbott, Ltd., and Dr. Allen, was pilot. It is truly remarkable that he, the owner, can pack such an efficient machine on such a small trailer. It caused considerable amusement and wonder to see him coming merrily up the steep hill-sides towing his trailer with an Austin Seven. Unfortunately when it came to Dr. Allen's turn, the wind was practically non-existent, but, even so, he was able to show us that the SCUD can soar in the lightest of breezes, although its speed, probably due to its small size appears high.

Our thanks are also due to Commander Blackburn, who gallantly came with a brand new Cloudcraft PHANTOM, which had recently been purchased by Mr. Michelson (a member of the Manchester Club), and had the misfortune to spring the three-ply on the cockpit on his very first trial flight. Although desperate efforts were made on Saturday night to obtain repairing material, this proved impossible. Commander Blackburn and his associates must have felt distinctly disapointed not to have seen his Club would like to assure him of their sympathy, and also that they were very disapointed not to have seen hs beautful machine in action.

Herr Krause, in his FALKE, gave a very polished display. The more one comes in contact with Herr Krause, and the oftener one sees this quiet young man in action, the more one is impressed.

We were also extremely fortunate in having Herr Magersuppe with his two-seater machine, the SCARBORO and he, also, delighted the crowd with his dashing performance in his very efficient craft. It was very amusing to be among the crowd when he was manœuvering for his position to do his celebrated swoops. The sight of the dear old lady, who, when Magersuppe swooped down on her, immediately erected her parasol as a barricade, caused roars of laughter.

The Gliding Competitions were held at the bottom of Bunster Hill in a large field, and, in spite of the fact that most of the gliding was done cross-wind, some excellent performances were put up. Mention must be made of the wonderful effort of Mr. G. O. Smith, of the Matlock Club, who, in the Spot Landing Competition, actually landed with one wing on the spot. Judging from the reports in THE SAILPLANE of other Spot Landing Competitions, this seems to be a record, and is hardly likely to happen again for a long time. We would hasten to assure readers that this effort was no fluke but, was obviously tried for with masterly " S " turns.

[*A fine flight of a similar nature in a Spot-Landing Competition was made by Mr. Buxton, at Lenham, in September 1930, when he put the skid of the machine right across the mark.*—ED.]

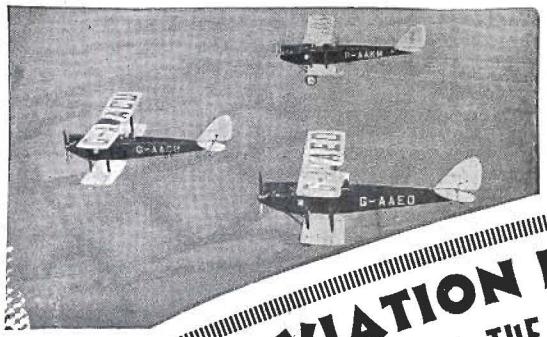
The North Staffs Club had the misfortune to crash their Primary B.A.C. Machine after only one of their members had competed, and unfortunately they were thus unable to use their B.A.C. II.

Many people attempted to estimate the number of spectators, who were watching the Demonstration from a large number of vantage points, on the Sunday. These estimates vary from 15,000 to 25,000 people. Not only was the launching site and the surrounding hills packed, but there were spectators on every road and point of eminence, both on the soaring site, and in the gliding field at the foot of the hill.

We have received reports from the Police and the Automobile Association that all the roads for several miles round Ilam were packed, but fortunately, in spite of the great congestion, there were no accidents. It is estimated that 8,000 cars were in Dovedale and district on the Sunday, as well as a very large number of charabancs and Motor-Cycles.

Our very great thanks and congratulations are due to the following—Mr. C. M. C. Turner, Winner of the President's Cup; Capt. A. N. Stratton, Winner of President's Silver Tankard; Mr. G. O. Smith, Matlock Club, Winner of special Silver Medal for Spot Landing Competition.

The following were also winners of Silver Medals:—Dr. H. Allen. THE SCUD; P. W. Pearsan, A. L. Slater, G.O. Smith (Matlock Club); A. L. Jones (North Staffs Club); A. W. Graham, F. Naylor, L. A. Falla, L. Edwards (Pres-



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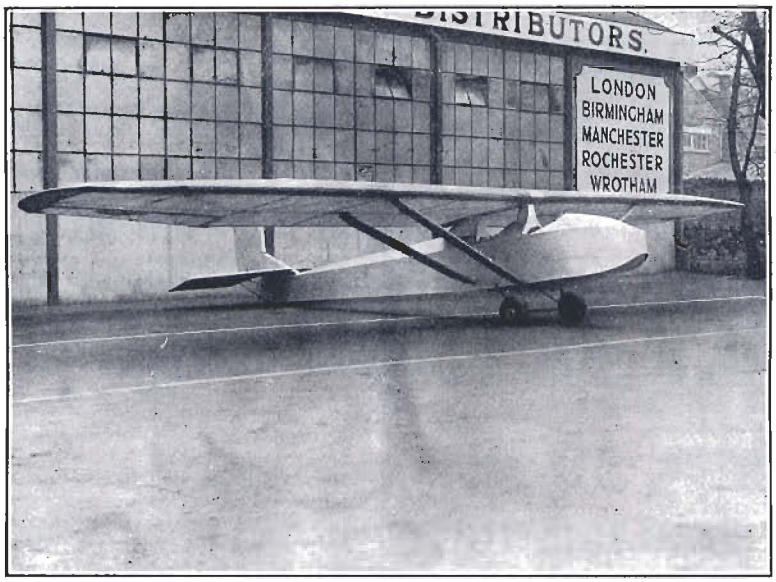
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ton Club); P. Priest, D. H. Matthews, R. Woodcock, F. Lawton (Huddersfield Club); H. A. Searby, F. Granger, M. H. Lee, and L. H. Burbidge (Nottingham Club).

Special Gold Medals were also presented to Herr Hans Werner Krause and Herr Carli Magersuppe, in appreciation of their contribution to the success of the Meeting.

The following were also successful in obtaining "A" Certificates: — F. Naylor and A. W. Graham (Preston Club); and R. Woodcock (Huddersfield Club).

There is not the slightest doubt that had these machines not been flying cross-wind, every competitor would have made an "A" Certificate qualifying flight..

The Nottingham Gliding Club would like to take this opportunity of offering their great thanks to the Lyons Tea people for having initiated this Demonstration. Special mention must be made of the very great help, courtesy and never failing sympathy of Mr. Woolf. Whenever help or suggestions were required, this gentleman was always willing and ready. Special mention also must be made of Mr. Woolf's very able assistant, Mr. Fenwick, who is certainly the "life of any party," and at any future demonstrations it is suggested that, if any of the organisers begin to feel excessively worried, he should go to Mr. Fenwick for a few minutes quiet conversation, when it can be easily guaranteed his worries will be charmed away.

It has been stated that this demonstration was by far the biggest and best organised of any which Messrs. Lyons and Co., have attended, and the claim that the district is almost perfect for both soaring and primary gliding was easily proved. It is hoped that those who attended the meeting on the Saturday evening to discuss the formation of the Midland Soaring School, will bring this topic forward in their own clubs and make known Major Currin's idea which follows. Correspondence on this important matter will be welcomed.—W.S.B.

MAJOR CURRIN'S SPEECH

Following the wonderful display of soaring at Ilam on Saturday, June 27, the various Club Members and others interested in the gliding movement, assembled in the ballroom at Ilam Hall, where Major Currin, President of the Nottingham Gliding Cub, addressed them.

After thanking the Lyons Tea people and the pilots and owners of the Sailplanes, who by their generous assistance, had ensured the success of the Meeting, Major Currin briefly outlined the rapid growth of Gliding since its revival in this country, and expressed his convictions that, unless Clubs could provide their members with the opportunity to soar, as they had seen soaring that afternoon, interest was bound to wane, and the movement was doomed to failure.

Clubs, he said, had been formed without sufficient income to carry on. Some of the more fortunate Clubs had managed to pull through their first year with their machine more or less intact, and even a small credit balance, but none of them could afford to purchase a Sailplane, and, although some Clubs might do so, with the help of generous friends, or their more affluent members, they would experience great difficulty in finding a suitable soaring site.

Major Currin then went on to outline a scheme he had in mind for the formation of a Midland School or Club, for soaring flight, either at Ilam or any other suitable place, where hangars would be erected, and permanent instructors and ground engineers would be available all the year round.

He said it was essential that all the Clubs within a radius of sixty to a hundred miles should be affiliated and pay a fixed subscription of say £20, which, together with the gliding fees of the individual members, would provide an assured income, without which it would be impossible to proceed with the formation of the School.

Major Currin proposed that the Clubs themselves should train members for "A" and "B" Certificates, after which, they would attend the School for instruction in soaring to enable them to obtain their "C," and in doing so he emphasised the enormous difference between the amount of skill required for gaining the "B" and "C" Certificates.

Before he concluded, Major Currin said that he would welcome any suggestions and constructive criticism, and asked everyone to consider the proposals he had made very carefully, after which, a meeting could be arranged, to which all Clubs would be invited, and the matter could be discussed more fully and a concrete proposition be decided upon, again impressing upon everyone his view that, unless all the clubs would support the scheme it would be impossible to proceed further.

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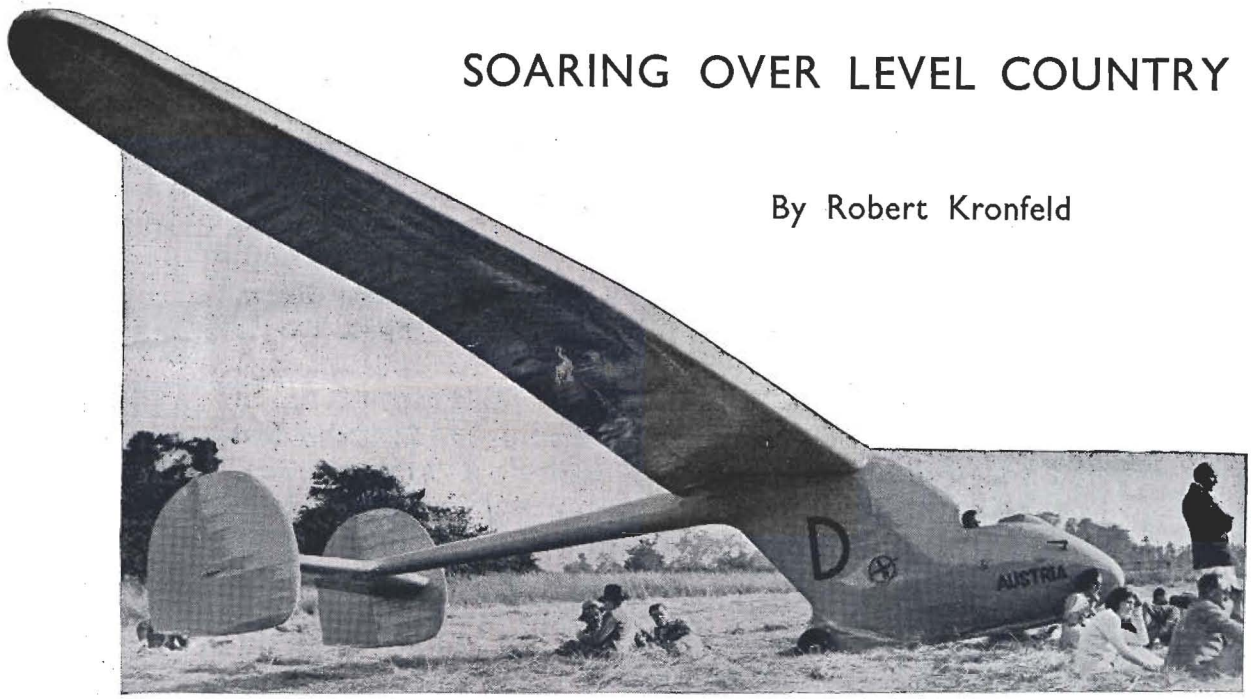
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SOARING OVER LEVEL COUNTRY

By Robert Kronfeld



(Daily Mail Photograph)

Real soaring will always be the highest performance achievable in motorless flight. Possibilities, hitherto unknown, have been opened to this sport by the introduction of the "towed start" with aeroplanes as well as with automobiles. Up to now one has only been able to reach an altitude sufficient for soaring apart from flights in hilly country, by the aeroplane-towed start. However, as my last flight in England has especially proved, the auto-towed start will sooner or later also enable us to do so, and I should like to hereby thank the English pioneer of auto-towing, Mr. Lowe Wylde, for the extensive and thorough work he has accomplished in this branch of the sport.

After successful aeroplane-towed flights had been made in America, England and Germany, The Daily Mail in a very liberal manner undertook to draw the attention of the public to towed flight, by arranging the Channel Competition. Only the course of time can show the great propaganda for the whole of the Gliding Movement which will result from The Daily Mail's generous gift, and beyond the mere pleasure of having won the prize, I believe I may thank The Daily Mail on the behalf of innumerable glider pilots who are interested in the welfare of their sport.

At any rate the Channel prize induced me to come over to England and to make three flights (up to the time of writing) which from the sporting and the scientific standpoint have brought me a lot of valuable experience.

The first flight was an hour's flight executed on the occasion of the soaring exhibition, over level country, which was excellently organised by The Master of Sempill on June 28, at Hanworth Aerodrome. Towed to an altitude of 1,500 feet by Weichelt in his Klemm, I was able to soar for some time in the up-currents of thermic cumulus clouds. The only difficulty was to remain within sight of the spectators, as the wind naturally kept blowing the clouds away. I therefore, had to keep moving from one cloud to the next. On my way back to the aerodrome I had to cross down-current areas of five feet per second, which brought me down to 900 feet from where I had to work my way up again. All in all I learnt that when strong up-currents are to be noticed, the down-currents are just as numerous, both up- and down-currents possessing the same velocity.

I was able to make use of this knowledge during my flights to Chatham on June 30. On this day an absolute calm was prevailing during the first part of my flight, though towards the end I had to overcome a bit of head-wind. Originally I had intended, if possible, to soar from Hanworth to London under the thermic cumulus clouds and then to soar over London in the thermic up-currents of the city. After Captain Findlay had steadily and carefully towed me to an altitude of 800 feet I cut loose. I then almost constantly kept on climbing until I reached a height of 4,500 feet. The cumulus activity of this day enabling me to stay up between 4,500 and 3,000 feet, I followed the course of the Thames towards London.

Just before getting there, however, I lost height, coming down to about 1,200 feet. Working hard to regain sufficient altitude, I finally was able to find an especially active up-current area. The following rapid climb can easily be discerned in the barogram. The rising velocity of 5¼ feet per second corresponds with the up-current energies found beneath the huge cumulus clouds typically found behind depressions. The thermic cumulus clouds however, did not have the extensions of those found behind depressions.

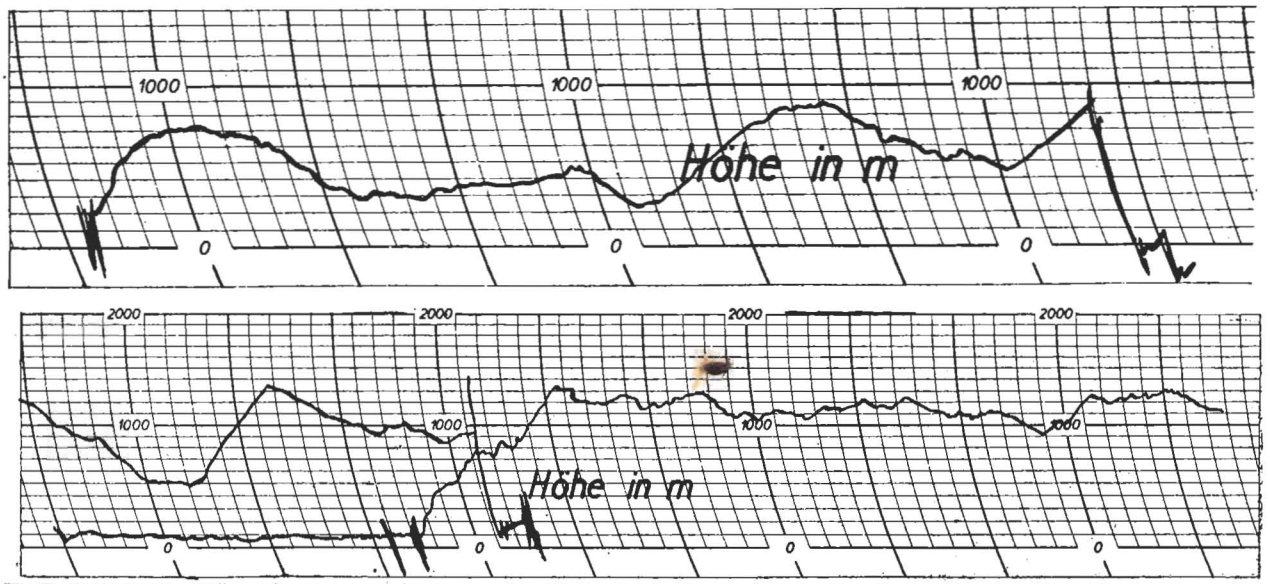
The insufficient visibility over London made the flight much more difficult than I had expected. Visibility is absolutely necessary for cloud flights in order to recognise cloud groups and formations from afar. This was hardly possible and from now on the flight was very insecure. Unfortunately the barograph stopped after about two hours so that the curve of the following flight cannot be followed. Anyway the greatest height achieved during the flight is given therein, this being 4,500 feet, which I reached two miles south of the Thames over the centre of London.

Trying to keep as high as possible because of the uncertain landing possibilities I climbed into a cloud but was not able to get through as I had been, once before, in Germany. Coming out again, I found myself, following my own judgment, South-East of London, and I kept on in this direction until I was forced to land near Chatham in the evening because the clouds had dispersed. Just before landing, on a nearly ideal field, which, fortunately only after my landing, began to fill with a huge crowd, I could notice the thermic currents over the town and this under a clear sky.

Owing to the wonderful help and organisation of Rear-Admiral Snagge it was possible to dismantle the machine and to take her away in an ordinary lorry. This is the first time in the 3½ years of my Wien's life that a transport of the very delicate glider could be carried out in that way without the slightest damage happening. Surely another proof of the universal skill of the British sailors.

On the next morning Captain Findlay once more towed the Wien up to a cumulus cloud. I carelessly took no heed of the warning the cloud gave me by the long torn ends hanging down from its basis, normally a sign that the cloud is dispersing. I cut loose and immediately began to lose height, coming down to about 600 feet, from where I was able to climb again to 1,100 feet, only to be taken down to 450 feet.

I had already begun to give up all hopes of carrying on when, constantly looking about for suitable landing grounds, I suddenly came across a sun-beaten cornfield. Here I presently received an uplift which I thoroughly



THE BAROGRAMS.—The top graph shows the flight from Hanworth to Chatham—or at least till the barograph stopped. The lower one the return flight. The height is given in metres.

made use of by at once turning. In this way I climbed high enough to reach a cumulus cloud which was just forming in an absolute calm between Wortham and Otford. Although the up-currents were by no means as effective as those of the previous day I nevertheless reached a height of 3,000 feet.

Then, as far as I know, for the first time in the history of soaring I began to find my way back to Hanworth, aided by map, compass and cloud course, an undertaking the success of which I had never believed to be possible. In order not to lose my good chances in the bad visibility over London and on the other hand in order to have the possibility of getting towed up once more should I fail to complete the flight, I chose my way to the South of London passing Biggin Hill aerodrome and arriving over Croydon with an altitude of about 1,500 feet. Unfortunately my barograph stopped here. In half-an-hour's hard work I climbed to 3,000 feet. Thanks to the line I found drawn between Croydon and Hanworth on the map Capt. Findlay had lent me, I soon caught sight of the London Air Park, 1,500 feet below me.

This flight has given me the impression that we all are still at the very beginning of a scientific sport the beauty of which is unrivalled.

I should like to hereby express my heart-felt thanks to the two furthers of motorless flight in England, Mr. Gordon England and The Master of Sempill, whose indefatigable help and kind hospitality have given me the opportunity to undertake these flights, which I hope will contribute to the general progress of the Gliding Movement in England, with which I have been so closely connected since its very beginning.



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THE 1929 GLIDING CONTEST IN SOVIET RUSSIA

(THE SAILPLANE *for June 19 of this year contained some information obtained from a French source about motorless filght in Soviet Russia. Unfortunately this information was not dated and referred merely to "The Seventh Soviet Motorless Flying Meeting." Dr. A. E. Slater has compiled from various sources, all German, an account of the 1929 Soviet Meeting, and although this was two years ago, so little is known about Gliding in Russia, that we feel it will prove of great interest. By courtesy of the* ZFM *we reproduce some line drawings of the various Russian machines.*—ED.).

Since 1927 the sport of Gliding has made great strides in Russia, and the performances achieved at the 1929 Meeting are second only to those of Germany. Apart from the general growth of interest in Gliding there is its development in accordance with the so-called "Minimum Plan." In accordance with this about 60 new Gliding Schools are to be organised within the next two years.

In Russia, Gliding is distinguished from soaring flight in the same way as in Germany, except that a flight of 25 minutes is required for a "C" Certificate. Two special Schools are provided for the training of Gliding Instructors.

The 1929 Contest took place over the Usun-Surt hills near Feodosia, in the Crimea. It was here during the October Contest in 1925, that the then World's Records for Duration and Distance were set up by the German pilots, Schultz and Nehring, both of whom unfortunately have since lost their lives in accidents to powered aircraft.

They described the site as consisting of a ridge about three miles long, about a quarter-of-a-mile wide and rising 600 feet above the surrounding country. It runs West to East with a steep slope on the Northerly side and a more gentle one facing South. Very conveniently the prevailing winds are either a steady blow from the North or gusts of greater strength from the South, though these are less reliable.

Schultz stayed aloft for 12 hours 6 minutes, in the MORITZ, the final hour being after dark; Nehring in the KONSUL, the father of all high-performance Sailplanes, covered 24.4 kilometeres (15.2 miles), and reached a maximum height of 435 metres (1,430 feet) on the way.

It is of interest to note that Tscheranowsky has now added a tail to his parabolic design. His 1924 design was just a flying wing with a parabolically-shaped leading edge arching back to join a straight trailing edge at an angle of about 45 degrees. It had a vertical fin and rudder above the middle of the trailing edge, which latter consisted of movable flaps presumably acting as both elevator and ailerons; the gliding angle was stated to be 1.19, and the sinking speed .48 metres per second (1.58 feet per second).

Nine soaring certificates were gained during the contest. Wenzlaw on the JAR-PTIZA flew to Feodosia and back to his starting point, a distance of 34.8 kilometres (21.6 miles). A flight of 10 hours 22 minutes was made by Stepantschonok on the G7. A "Research Flight" of 16 kilometres (10 miles) was made at a height of 700 metres (2,300 feet). Jumaschef on the SKIF flew for 27.2 kilometres (21.5 miles) and reached a height of 1,520 metres (4,980 feet). Jumaschef on the SKIF flew for 27.2 kilometres (17 miles) and reached the same height as Koschitz. A total of 588 flights were made during the Contest and the total time flown was 99 hours 19 minutes.

The two altitude flights were especially noteworthy in that they were made in cloudless weather and were probably made with thermal upwinds, as the rainy weather which preceeded the Contest was followed by strong sunshine. Among the designs of the machines that of the GRIF should be mentioned as the attachments of the wing are adjustable so that the angle of the wing to the fuselage can be varied. The spar is 45 per cent. of the chord from the leading edge. In the JAR-PITZA, the GAMAJUN and the SKIF the spar is at 28 per cent. of the chord.

The parabolic winged GNOM has a multi-spar construction and is almost entirely covered with plywood so far as the wing is concerned. All the machines have pneumatic shock-absorbers.

THE AIR MINISTRY ORDER ABOUT AEROPLANE TOWING

All who do or are about to have their gliders towed should note the following:—

GREAT BRITAIN AND NORTHERN IRELAND AIR NAVIGATION ACT, 1920.

(*Air Navigation (Consolidation) Order*, 1923, *Art.* 13.)

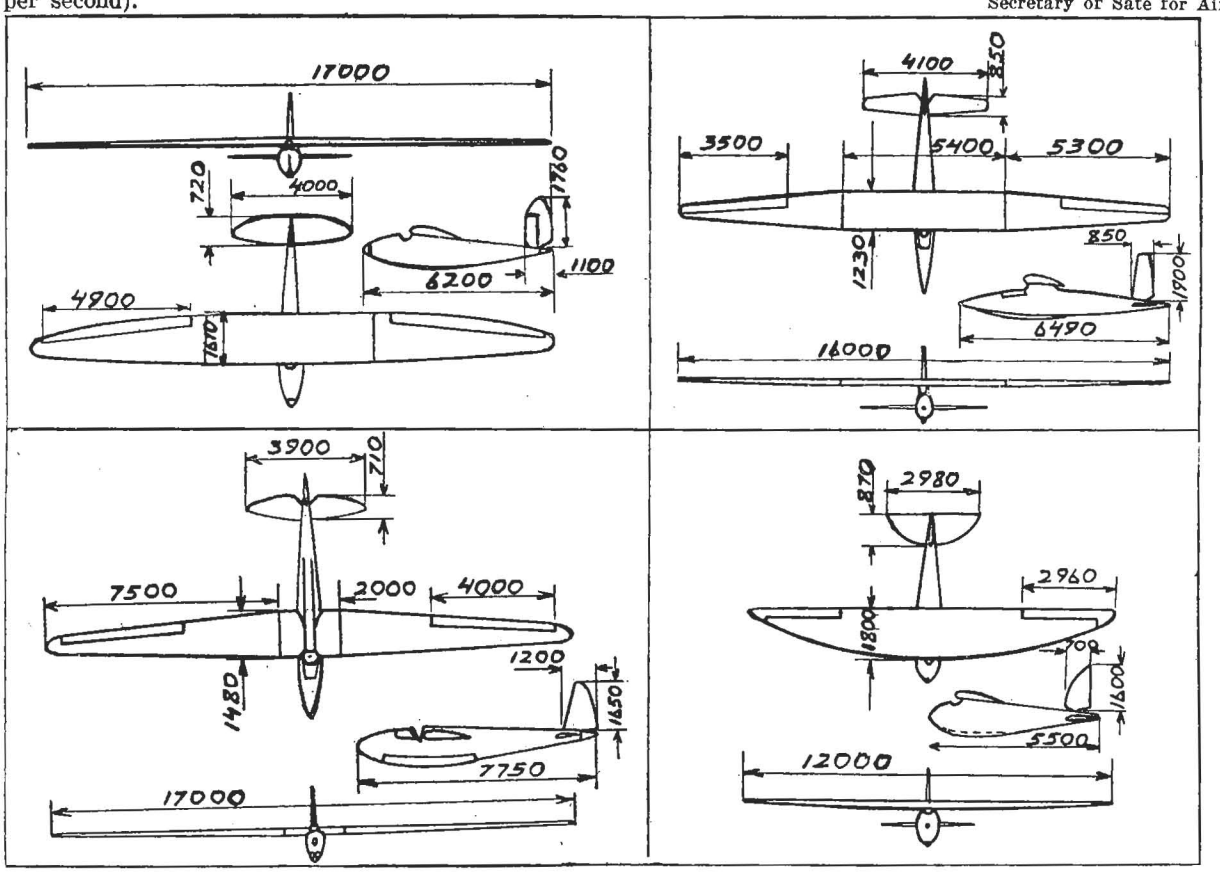
I hereby direct that, during the period 25th June to 31st July, 1931, both dates inclusive, the towing cable used by an aircraft for the purpose of towing a glider may be dropped, and in the event of any such cable being so dropped it shall be dropped in accordance with and subject to the conditions and limitations following:—

(*a*) The height from which the towing cable may be dropped shall not exceed 300 feet.

(*b*) The dropping shall be effected only when the aircraft is flying above a licensed aerodrome and in such a manner that the rope shall fall entirely within the boundaries of the aerodrome.

(*c*) The consent in writing of the controlling authority of the aerodrome shall have been previously obtained to the dropping.

(signed) AMULREE,
Secretary of Sate for Air.



RUSSIAN TYPES.—Top left: The "Grif"; top right: The "Skif" to which the "Jar-Ptiza" and "Gamajun" are similar; bottom left: the "Koctebel"; bottom right: the "Gnom" which originally had no tail unit. The dimensions are in metres. One metre=3.28 feet.

NEWS FROM THE CLUBS

WHERE GLIDING CAN BE SEEN

Beds.—The Bedford Gliding and Flying Club. Week-ends at Woolley Hill, on the Huntingdon-Thrapston road, between Spaldwick and Ellington.
—The London Gliding Club. Meeting place, Turvey's Farm, near Totternhoe, on Saturdays and Sundays.
Dorset.—The Dorset Gliding Club. Week-ends at Maiden Newton.
Edinburgh.—The Edinburgh Gliding Club. Sundays at West Craigs Farm, between Corstorphine and Turnhouse Aerodrome.
Essex.—The Essex Gliding Club. Havering Park Farm, Lodge Lane, Collier Row, near Romford. Week-ends, weather permitting.
—South Essex Aero Club. Week-ends, Wheaton's Farm, Laindon (L.M.S. Southend branch).
Glam.—Merthyr and District Gliding Club. Sundays, 10 a.m. to sunset. ½-mile left Dynevor Arms, Merthyr Tydfil-Swansea Rd.
Hants.—The Southampton Gliding Club. Every week-end at Red Lodge Farm, Bassett.
Hereford.—The South Shropshire and North Herefordshire Gliding Club at Dinmore, ½-mile from main Hereford-Ludlow road. Every Sunday, and Thursday, from 2 p.m.
Herts.—Herts and Essex Gliding Club. Sunday afternoons, Eastern Roadways Garage, one mile north of Stortford.
Kent.—North Kent Gliding Club. Saturdays, 1 p.m., Sundays, 10 a.m. Joyce Green Aerodrome, near Dartford.
—The Isle of Thanet Gliding Club. Saturdays and Sundays from 2 p.m. Manston Aerodrome, Thanet.
Lanark.—The Glasgow Gliding Club. Barrance Farm, Easter Whitecraigs, near Glasgow. Every Sunday, from 11.15 a.m.
Lancs.—The Accrington Gliding Club. Wednesdays, Saturdays, Sundays. Hambledon Hill. One mile along Burnley Road.
—The Furness Gliding Club, at Raikes Moor Farm, Hawcoat, Barrow-in-Furness. Saturday, 2.20 p.m.; Sunday, 10,30 a.m., weather permitting.
—The Stockport Gliding Club. Every Sunday afternoon at Woodford Aerodrome, Manchester.
—The Preston and District Glider Club. Week-ends at Butler's Farm, Beacon Fell, 2 miles from Inglewhite and 7 miles from Preston.
Northumberland.—The Newcastle Gliding Club. Training Ground: Denton Bank, Newcastle. Saturdays, 2.30 p.m., Sundays, 10.30 a.m., Wednesdays, 7.15 p.m. Weather permitting.
Notts.—The Nottingham Gliding Club. Mr. Ellis's Farm, Kneeton Road, East Bridgford, Notts. Every Sunday, weather permitting.
Staffs.—The North Staffs Gliding Club. Week-ends at The Downs Bank, Barlaston Downs, near Stone, Staffs.
Sussex.—Southern Counties Soaring Club, each week-end at High Barn, near Rottingdean.
—Southdown Skysailing Club. Every Sunday, Ditchling Beacon.
—Sailplane Club. Every Sunday, at Smalldole. London office: City 2121.
Warwick.—Rugby District Gliding Club. Cote Hill Aerodrome. Husbands Bosworth, Rugby.
Wilts.—The Wiltshire Light Aeroplane and Glider Club at Easton Hill, Alton Priors Range, Bishops Cannings, near Devizes.
Worcs.—North Cotswolds Gliding Club. Every Sunday at Fish Hill, above Broadway Village, from 2.30 p.m.
Yorks.—The Bradford Gliding Club. Saturdays, 2.30 p.m., Baildon Moor. Sundays, various alternative sites are being tested with a view to permanent use.
—The Huddersfield Gliding Club. All day Sunday near the Flouch Inn, 11 miles from Huddersfield, beyond Newmill, on main Sheffield Road.

(Clubs are invited to send in full details as to where and when they can be seen at work. This feature should help Clubs considerably as readers who are not members can go to look at the nearest local Clubs and see which they like.—Ed.).

THE DORSET GLIDING CLUB

On June 27, we had another breakage due to an *ab initio* desiring to "soar" before he could glide, and this prevented any flying on Sunday, but the time made available was used to advantage in preparing the site for our hangar, and also with the help of the ladies the Club cottage is gradually being made ship-shape and more habitable.

On July 4, by which time the glider had been repaired, mist and rain prevented anything but a small amount of digging in preparation for the hangar. The earnest few stayed out at the cottage on Saturday night in order to be ready to start work early on Sunday morning, and the whole of Sunday morning was spent in completing the preparations of the foundations of the hangar, which it is hoped will be delivered by the makers this week. A description and photograph will be sent later, as we have discovered, what we consider to be, the cheapest and most suitable type of hangar for Gliding Clubs.

On Sunday afternoon we rigged the machine aud made several flights varying from 25 to 58 seconds. The wind was not quite strong enough to enable "B" Certificates to be secured.

One member endeavouring to soar along the ridge just lost the up-current, and had to land on the top of the hill instead of prolonging his glide into the valley below.

The period after tea was devoted to launching of *ab initios*. In the second launch a nose-down landing resulted in a broken rudder bar. A temporary reinforcement was applied in the shape of a farm gate hinge strap, and we were thus able to carry on the training for a further 7 flights, by which time (8 p.m.) it was necessary to dismantle the machine and pack up.

During these tests the Petter engine-driven winch was used for recovery of the glider from the valley to the top of the hill, and thus we were able to carry out an ardous day's work and training without undue fatigue.

Our secondary training machine, the DORSLING, will be completed and tested during the coming week, and fuller details will be given in our next report.—V.S.G.

THE LONDON GLIDING CLUB

On June 27, most of the Club went to see the R.A.F. Display Mr. Simmons gave instruction at Totternhoe where Mr. Basset passed his "A" Test.

On Sunday there was more activity. All beginners were first given catapult launches on the Zogling. Auto-launching was used for the rest, which set free a crew to work the DAGLING. This was done to such effect that Messrs. Lee, Dent and Hamilton passed their "A" tests, all three being *ab initios*. Our Secretary, unfortunately, missed doing a qualifying flight for his "B" by two seconds,

The PRUFLING made some glides from the top but there was no chance of soaring it and the opportunity was taken to give Mr. Richardson and Miss Nicol their first flights on it. Auto-launching was used and each did two fair flights of over a furlong.

The Professor did two glides with Mr. Simmons and a soaring flight over the bowl with a landing at the top.

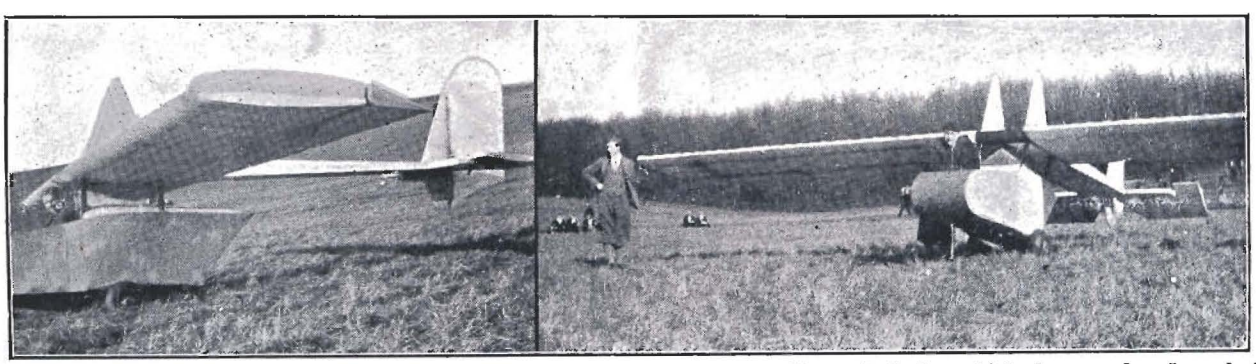
Mr. Hiscox's HOLS DER TEUFEL did some long glides and gives promise of a good soaring performance.

We were very pleased to see Alan Goodfellow of the Lancashire club whose business unfortunately prevents him taking as much gliding exercise with us as he should.

A great event was the flying on Wednesday evening (July 8), when the group under the instruction of Captain Latimer Needham did two "C" tests. Messrs. Morland and Robertson are both club trained *ab initios*, and they have been hard workers, so that their success is welcome. The former has turned a useful hand to any job that came along ever since a Lancashire club member had to be rescued from a tree at Ivinghoe, and the latter was the organiser of the erection of the hangar.

The first flight was by Morland and, erring on the cautious side, he kept too far from the hill and had to land. On making a second attempt he was successful and, except for one moment when he lost the up-current just over the captain's head, did a flight of over 7 minutes in good style. Robertson followed in gathering darkness and in spite of this did a flight of 12 minutes and a safe landing with the help of car head-lamps.

On Saturday, July 11, the Cloudcraft PHANTOM appeared and was admired. Unfortunately the wind dropped just when wanted and the PHANTOM was only able to do a prolonged glide. After the landing, a spectator hurried up to the pilot (who fancies his skill in soaring) and told him his time in seconds!—"K."



THE LATEST CRAMCRAFT.—The latest product of Cramlington Aircraft Ltd., which has enclosed cockpit and wheels for towing.

THE SOUTHERN COUNTIES SOARING CLUB

One of the most important events in the present-day history of the Gliding Movement has just taken place, in that two of the more progressive Gliding Clubs in the South of England have joined forces. Mr. R. F. Dagnall, whose very practical interest in the Movement is well-known to all, and who has largely "fathered" the development of the Surrey Club as its Chairman, had recently accepted the Presidency of the Southern Gliders' Social Club, and, as such had served as the Chairman of its Flying Branch, The Southern Soarers' Club. Mr. Dagnall was one of the earliest to recognise that the future progress of the Movement lay in the bringing together of clubs in groups, in order to effect a pooling of resources of equipment and talent so that the weaker might be helped by the stronger; or that clubs lacking in complement and supplement might combine to mutual advantage.

Thus it is not surprising to find the Surrey Club approaching the Soarers Club with proposals for amalgamation: and the latter, with its outstandingly good flying grounds and hangars and social organisation, and "Twin" machine, ready and willing to combine with the former, with its splendid equipment and machines and capable flying *personnel*.

Articles of amalgamation were accordingly drawn up and signed between the Clubs, and at a joint meeting held at the New Yorke Hotel, Brighton, on June 28, the amalgamation became an accomplished fact, and the new Club, with its new and comprehensive draft of Rules and Constitution, was launched upon the Gliding World under the style and title of "The Southern Counties Soaring Club," with Headquarters and Flying Grounds as stated below.

The Constitution of the new club provides for the inclusion of an advanced or Cloud-Soaring Section, with a special machine to be operated only by "C" pilots. The normal work of the Club is divided into two sections: the training section, working with primary machines in the High Barn area of the site, and the practising section working with the intermediate machines in the Newmarket area of the site. Flying operations are conducted on Friday evenings, Saturday afternoons, and all day Sundays. Not the least interesting development on the practical side is a modified system of auto-launching, which is safe, fool-proof, capable of exact graduation within wide limits, and enables a small group of only two persons and one pupil to operate quite easily. Details of the system are to be published shortly for the benefit of the Movement at large.

The Ballsdean site has proved extremely popular as may be proved by the fact that six "B" Certificates have been obtained by the new Club during the last two weeks. The standard of flying on this ground is very high indeed, and in fact all members, except the uninitiated, are making flights of 40 seconds to 1 minute duration in the DAGLING machine.

The new DAGLING twin (the latest product of the R.F.D. Company) is a very promising machine, and where the ordinary DAGLING makes a flight of some 40 odd seconds, the twin will so flatten out the glide to bring the duration up to approximately 1 minute 45 seconds to 2 minutes; and very shortly we hope to be able to state that a crop of "C" Certificates has been obtained, and we feel that with the excellent qualities of this machine these will be possible on the site in light winds.

The new Club is extremely fortunate in having access to such wonderful soaring terrain, and we hope it will be one of the most popular Clubs in the South, as not only does it possess excellent hangar accommodation for at least a dozen machines, but its equipment includes three machines, viz., the DAGLING, DAGLING twin and PRUFLING and also some very useful contrivances for retrieving machines when landing in the distant valley. With the above features, and workshop facilities available, the new Club can promise prospective members every advantage.

The Southern Counties Soaring Club is affiliated to *The British Gliding Association* and the Southern Gliders' Social Club. Its President is His Grace the Duke of Sutherland. The vice-Presidents are Mdlle. Susi Lippens, Herr Robert Kronfeld, F. Spencer Munt, Esq., Lissant Beardmore, Esq., P. Maxwell Muller, Esq., Harry J. Preston, Esq., and M. H. Volk, Esq., A.F.R.Ae.S.

The Chairman is R F. Dagnall Esq., the Vice-Chairman is A. J. Roe, Esq., Mr. A. York Bramble is the Hon. General Secretary. The Hon. Medical Officer is Dr. Alan McGlashan, Hon Treasurer, Mr. M. H. Thomson. The Hon. Flight Secretary is Mr. G. H. Taylor. The Hon. Ground Engineer-in-Chief of the Club is Mr. G. A. Little. The B.G.A. Council Delegate and Honorary Instructor is Captain A. N. Stratton.

The Committee consists of Miss Barbara B. B. Sievier, Mrs. G. H. Taylor, A. K. Bindloss, Esq., Captain P. O'Kelly, R. E. Palmer, Esq., E. K. Robins, Esq., Captain A. N. Stratton, and A. C. O. Warren, Esq.

The Headquarters are at the New Yorke Hotel, Ltd., Bedford Square, Brighton. Telephone and Telegrams: Hove 5116. Flying Grounds and Hangars:—Ballsdean, near Rottingdean, Brighton. Affiliated Social Club premises, 4 Montpelier Road, Brighton. (Adjacent to Club Headquarters).

The Entrance Fee is Half-a-Guinea. The ordinary annual subscription for members is three guineas. Quarterly membership (including entrance fee) are 1½ guineas for Summer Quarters and one guinea for Winter Quarters. The Annual Subscription for advanced members is twelve guineas or five guineas quarterly. Affiliate Membership, which is open only to B.G.A. Affiliated Clubs, is 2/6 per annum. Life membership in any class costs ten current annual subscriptions.

The General Secretary will be pleased to forward information regarding the Club, on request.

THE WILTSHIRE LIGHT AEROPLANE AND GLIDER CLUB

First I must express our appreciation and thanks for the voluntary efforts of Mr. James and others who have carried THE SAILPLANE through its primary phases and to convey our best wishes for its success and utility during its secondary phase.

On Whit-Monday, after about 300 glides without serious damage to our machine it was crashed, due to a heavy landing right wing down.

To effect a quick replacement, "The Will o' the Wilts was willing" but funds were low, so we are still endeavouring to flutter round with the left wing, pass the hat with the tail up and complete the construction of a new right wing in 14 days, whilst the purse strings of Wiltshiremen of good will who didn't help us are tightly pulled.

A great soaring and Gliding Display has been arranged by our Club at "Oliver's Castle," three miles north of Devizes, on July 24 and 25 next, and if weather is favourable, this should prove by far the greatest opportunity the residents in the South and West of England have yet had of seeing and studying the methods of Soaring and Gliding by British and German pilots in engineless machines of British and Foreign design and manufacture.

The demonstraton commences each day, Friday and Saturday, at 2.30 p.m. Guests arriving by air will find a large field for landing marked with a white "T," 3 miles North of Devizes and a quarter-of-a-mile North-East of the fir trees locating Oliver's Castle, which with the adjoining hills provides some of the best soaring terrain in Great Britain. The Great Western Railway Co. has agreed to issue return tickets at single fare within a radius of 60 miles to Calne, Devizes and Patney and Chirton Stations. The Road 'Bus Companies have been advised and will arrange services to meet exceptional requirements.

Private cars, motor-cycles and cycles should follow the "A.A." one way route indicated by special road signs and turn from the main London to Devizes road near the 85th milestone from London, 3 miles East of Devizes. The authorised route from this turning and Calne must be carefully followed to Oliver's Castle and the greatest care exercised to avoid trespass in any unauthorised area. Facilities for parking have been arranged. Dogs must not be brought to this meeting.

Admission to the public is free and the appreciation of the very exceptional facilities afforded can best be shown by refraining from climbing fences, leaving litter, glass bottles or tins to disfigure the countryside and cause grievous loss of life to cattle.

The most remarkable tumuli and works of a former civilisation, including Silbury Hill, Avebury Temple and the Wansdyke seen from above are a revelation which should on no account be missed by guests arriving by air.

From the soaring sites, the never-to-be-forgotten glory of Wiltshire can be seen at its best and guests who come to see the soaring demonstrations can imbibe the Down air and benefit greatly by spending the week-end in Wiltshire.—C.T.C.

THE PROGRAMME

During the meeting the following Sailplanes will be demonstrated:—The FALKE, belonging to the Lyons Tea people, the pilot will be Herr Krause; The SCUD, built by E. D. Abbott Ltd., of Farnham; DANIEL, built by the R.F.D. Co.; The DORSLING, built by The Dorset Gliding Club; and Primary type machines belonging to the Dorset and Wiltshire Clubs.

In addition to this meeting, the Club is arranging for a visit by Capt. Barnard, with his Aerial Circus. Capt. Barnard will be remembered for his wonderful flight to the Cape and back with the Duchess of Bedford. He will bring with him the SPIDER, the machine with which he achieved this flight. Also he will have an AUTOGIRO, and several other conventional types of aeroplanes in which joy-riding may be enjoyed. Parachute jumping will be demonstrated by Mr. John Tranum. This Meeting will take place on the Polo Field, Coate Road, Swindon, on Friday and Saturday, August 7 and 8.

Two further displays, for which dates are not yet available, will be given by the two well-known pilots, Mr. Lowe Wylde, who will demonstrate Auto-towed Gliding using a two-seater Glider in which the public may have the thrill of being passengers, and Mr. Lissant Beardmore, who recently gained the distinction of being the first man to cross the English Channel, in an engineless aircraft. He will be towed here by an aeroplane, and will land from a height of 10,000 ft., performing evolutions on the way down, and will demonstrate aeroplane-towed gliding.

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