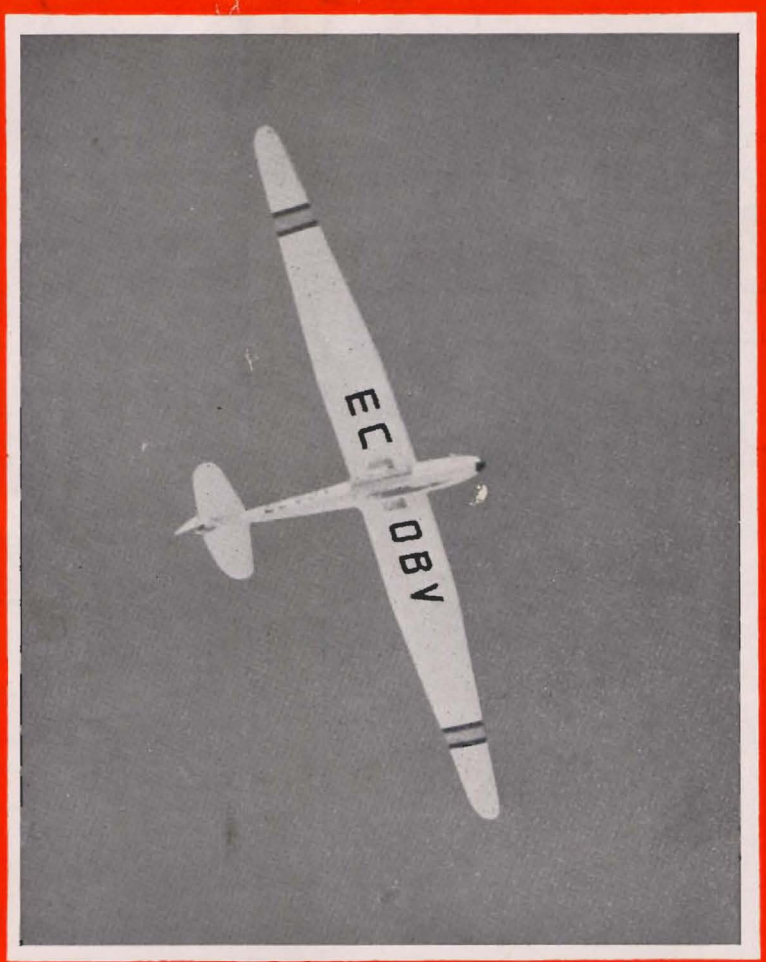
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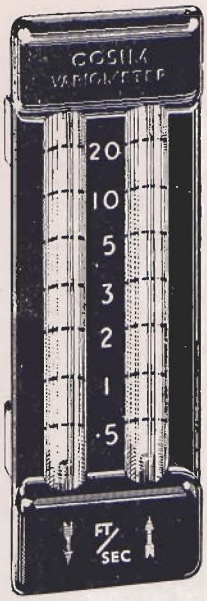
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OCTOBER 1952 ★ Vol XX No 10

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The *Sailplane and Glider* is published on the 5th of every month. Price Two Shillings per copy : 25s. 6d. per year posted. Advertising Rates on application.

Published for the licencees, Glider Press Ltd., by the Rolls House Publishing Co., Ltd., and printed by The Mendip Press, Ltd., London and Bath.

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*COVER PHOTO:*
*Spanish ' Kranich ' coming in to land.*

# Editorial

NOW that our High Performance pundits have proved their skill and their mettle, aided by Slingsby's ' Sky ' and Pye radio, Sir John Black's Standard Vanguards, Cobb-Slater's Variometers, Pullin's Turn-and-Bank instruments, Mother Nature's timber and Aunt Maggie's lumbago plasters, we would like to say a word for the common man—the ordinary pilot who has to count himself happy and content if he is fortunate enough to soar for one hour for every twenty or even forty hours spent on ground duties at a gliding club.

Without his patient and unselfish aid the pundits would find it very hard indeed to assemble their sailplanes, to find a winch driver, a cable chopper, a cable retriever driver, a wing-tip holder and a signaller. The pundit and his competition and high performance flights with long distance records of 861 km., stratospheric wave and jet stream soaring flights of 600 km. (which might soon exceed 1,200 and even 1,500 km.) absolute altitude records 12,832 m. (which again will be exceeded as soon as pressure cabins are used) have been invaluable to the soaring movement as a whole in obtaining general respect and interest in soaring from scientific and aeronautical ' big business.' Let us however not delude ourselves into thinking that any of the big business firms already recognise that the masses of ' B ' and ' C ' licence holders are a specialised public whose purchasing power is worthy of their serious attention, which in fact it deserves.

They are all at present only indirectly interested in supporting the pundits' record attempts purely for prestige purposes and also for the indirect advertising value because some gliding pilots are successful business men and the country's leading aircraft designers.

When however the ordinary pilot, today's ' B ' and ' C ' certificate holder, can increase the ratio between hours spent in the air to hours spent on ground duties then the health, wealth and strength of the gliding movement will increase, and all forms of business will compete for the purchasing power of twenty to thirty thousand sailplane pilots in this country and thus indirectly support the movement.

Alas ! this is scarcely possible today because gliding is far too expensive and frustrating, especially for the wives of pilots. Any form of development to change the present ratio of airborne hours to ground duty hours must be applauded and encouraged. The first approach must be towards cheaper sailplanes : although every sailplane pilot would like to fly a ' Sky ' rather than a ' Grunau Baby, ' most pilots when faced with the real question would far rather soar for 100 hours a year in a ' G.B. ' than only 10 hours a year in a ' Sky.' It is probable too that the former will actually achieve longer and better cross-country flights than the latter in the ' Sky.' Fred Hoinville is particularly interested in this approach to the problem.

The ' Grunau Baby ' itself is however far too expensive and should be replaced by something cheaper and better. We know of such developments in the U.S.A., France, Germany, and there are rumours of one in Australia.

Another approach is at first sight far more expensive, we refer to Ted Nelson's and Fred Perl's ' Humming Bird ' two-seater with a retractable propellor for launching and retrieving itself after cross-country flights. On further examination of the total cost viewed against soaring hours obtainable, might well be a far more economic proposition than a ' T-21 ' ' Kranich ' or ' Miles ' two-seater.

Better and cheaper means of launching and even methods for obtaining shorter and safer landings (see the astounding number of landing accidents in Spain—the pilots were the best and it simply will not do to blame the Spanish fields !), must be developed. However the expense of such new developments is heavy.

Even if the B.G.A. can do little in the way of obtaining direct financial support for new and let us say unorthodox lines of development it could help a lot by not forbidding such experiments or laying down conditions which would make experiment impossible. (To quote an actual example—The ' Humming Bird ' would not be able to obtain a ' C. of A. ' and its powered performance is probably far below any I.C.A.O. requirements.) There was no B.G.A., A.R.B., or M.C.A., when Leonardo designed his flying machine, helicopter and parachute, when Pilotre de Rozier made his first cross-country flight in 1783 and when Lilienthal and the Wright Brothers first flew. Had orthodox scientific thought possessed these administrative machines to enforce its views it would have prevented de Rozier's epoch-making flight because human flight was scientifically impossible and the Wright Brothers would have received no permit to fly because it had not been scientifically proved that human heavier than air flight was possible.

SOARING IN FRANCE

By GUY BORGÉ

# GÉRARD PIERRE and the FOUGA 'C.M. 8-15'

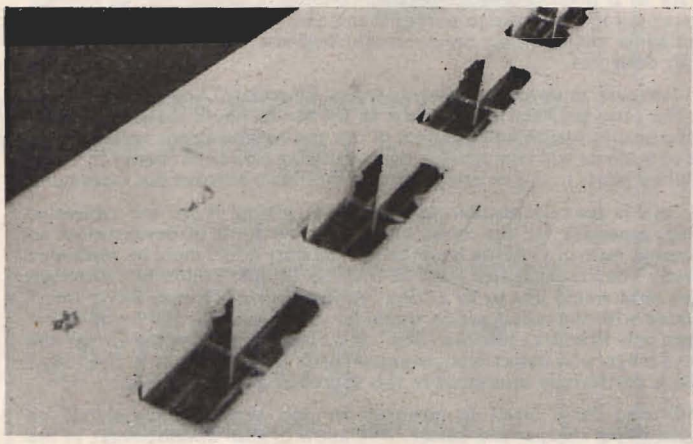
I SPOKE of Gérard Pierre performances in a number of *Sailplane* articles, and about the ' CM 8-15 ' in another one. But it is difficult to separate them to-day, after the brilliant position of Pierre at Madrid second to Philip Wills.

The Fouga ' CM 8-15 ' is a very rare sailplane, a prototype, built several years ago but it remained a long time at Brétigny for its official tests. It has the same general shape, the same fuselage as the Fouga ' CM 8-13 ' ' Acro ' but a greater wing (15 metres instead of 13 metres) and a butterfly tail. Messrs. Castello and Mauboussin (hence the ' CM ' letters), the designers, appreciate very much this sort of tail so that they have adopted it in many other machines like the ' CM 71 ' two-seater and the jet planes Fouga ' Sylphe,' ' Gemeaux,' ' Lutin ' and so on. They claim by this formula less drag, less turbulent airflows between horizontal and vertical tail areas as in the classical tail, less weight, and easier rigging or derigging. Unhappily it does not seem that this tail is completely safe ; the brand new ' CM 71 ' two-seater broke 4 months ago during a speed test, killing the famous pilot Claude Legrand, and it was proved that the rear fuselage had split because of insufficient strength in relation to the work put in by the butterfly tail. There was another crash of the Fouga ' Cyclope ' breaking off its tail at 300 km/hour. However the success of planes like the ' Cm 8-15,' and the Beech ' Bonanza ' are certain and it is sure that continued flights of such machines will prove of great interest for designing new machines in this category ; efforts in a novel way departing from classical trends must always be promoted.

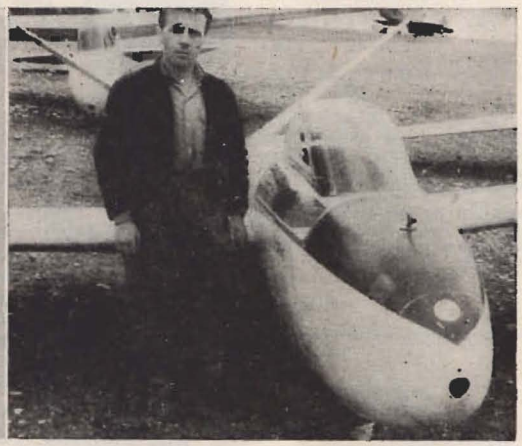
When in last year the ' CM 8-15 ' ended its official tests, where it had proved of great interest because of its qualities of speed, it was loaned to Henri Lambert for attempts on a goal distance record. But the weather did not authorize success and Lambert executed only a few duration flights at Chavenay, near Paris. I remember on one day to have flown an ' Air 100 ' and circled during a long time alongside him, quickly gaining height with some peril to overclimb him. But when we had to cross some ' down ' areas, he closed his flaps putting in ' throttle ' and my ' Air 100 ' was unable to remain at the same level. It was thought in 1952 in high spheres that this new plane could enter the international competitions in Spain, a country where vertical currents were known to be very strong, in the hands of Gérard Pierre. During the training course at Pont Saint Vincent in May he received the ' Fouga ' with instructions to acquire his own idea from the machine in testing it. The results appeared very good and during one of his first flights he covered a distance of 275 km. (170 miles) in nearly continuous ' blind ' conditions from Pont St. Vincent to Nantua, attaining an altitude of 4,000 metres (13,000 feet). On another occasion he flew 400 km. (248 miles) to Issoire in a short time, proving the speed virtues of his machine. His results in Spain, already printed in the last issue of *Sailplane* were also very good. Just after the competition Pierre departed to the U.S.A., for a tour with French air cadets, then following a several months' course at the Montagne Noire Centre where I met him in August ; he had just attempted to soar from Toulouse to Bayonne for the Izarra Cup but winds were not favourable to this purpose. The ' CM 8-15 ' itself departed to its birth place, Aire sur Adour, and it seems that a small batch of five or ten will be built shortly, with a few modifications to the prototype.

According to the official test reports and to Pierre's experience, the butterfly tail of the ' CM 8-15 ' does not introduce any ill effect in flying and handling remains classical in any position. I should have liked to take my own opinion about this point but it was impossible to fly the machine that Pierre must extensively test before the Madrid competitions, and I can only give my conclusions after close examination on the ground.

*Photos : Borgé*



*Airbrakes of the ' C.M. 8-15 '*



*Gérard Pierre by his Fouga ' C.M. 8-15 '*



*Watched by the Chief of the Contest, diploma engineer Stude, the meteorologist gives the reasons for the day's bad weather. Some contestants thought his salary too high*

**SOARING IN FRANCE**—*From page 2*

At first glance it seems to me that the ' CM 8-15 ' is very heavy, too heavy, due to its complicated construction. One is immensely surprised for instance to observe inside the wing the air brakes controls. These brakes consist of discs as in the ' CM 8-13 ' ' Acro ' and the ' CM 311 P ' ; each disc is separately operated by rods, hence an incredible number of pulleys, tringles, levers. It is like a switch box in an old railway station. A curious effect of the heavy wing loading is that at aerotow launches the tow plane takes off before the ' CM.' Derigging is simple, thanks to long rods, ' Weihe ' minded, disjointing in the same time ailerons, brakes and flaps controls. It seems useful especially during competitions but in my opinion it contains a certain disadvantage : the bolts are not conical (like in the ' Meise ') but cylindrical and one cannot prevent wear without changing the casings of the axles. Equipment is normal as used in modern performance sailplanes : radio, oxygen and the German artificial horizon electrically driven.

The ' CM 8-15 ' is a very interesting machine mainly in ' brutal weathers ' with alternation of important up and down currents. In ' up 's the relatively important sinking speed (92 cm./second or 3 feet/second without equipment ; it is the sinking speed of a ' Grunau ') becomes less important and it is possible to cross the down areas at great speed, losing minimum height (in calm air the sinking speed of the ' CM ' at 100 km./hour—62 miles/hour—is I metre/second or 3–2 feet/second—the sinking speed of 2 metres/second is attained at 130 km./hour or 80 miles/hour).

In fact exactly the right machine for Spanish currents. But would it be possible to foresee whether Pierre had produced similar performances in another type, for instance an ' Air 100 ' ? But I am sure of two facts : Gérard Pierre is a champion and the Fouga ' CM 8-15 ' a marvellous race sailplane. The combination of both was obliged to give excellent results.

# Finnish Gliding Contests

## at Jamijarvi

### By C. Hagelstam

SINCE the summer of 1950, pilots from Finnish gliding clubs have annually competed in training machines of the ' Grunau Baby ' class. From the start the idea was popular among the clubs and this year seven participated, one with two teams. The competitors are, as a rule, comparatively inexperienced glider pilots, and generally the clubs do not send in their teams anyone who has already obtained his Silver ' C '. What is lost by this arrangement in the level of the results is probably gained by the boosted interest amongst the beginners in the clubs.

During this year's competition, 3rd—8th August, the weather was most unfavourable, even if the habit of the stratus layer to form over the ground of a gliding contest is regarded as normal. The first contest day, with free distance on the programme, was on the 5th, the weather in the morning looking good with blue sky and a few scattered Cumulus clouds. Unfortunately even the few clouds disappeared as the sea wind in the day killed all thermal activities. For many competitors the flight consisted merely of a straight out glide from the release from the airplane tow where the mandatory release altitude was 500 m.—1,500 feet. The day's result was that Hämeenlinna Gliding Club was placed first with a distance of 30.9 km.—(19 miles), followed by the team from the Strömberg Gliding Club with a distance of 19.9 km—(12.3 miles). The points according to which the performances was judged was calculated on the mean result of the three best of the day—100 points and all competitors were awarded points in accordance to his performance relative to this mean result. Thus Hämeenlinna got 136 points and Strömberg 87.5 points the first day. In spite of the fact that all competitors that day had to land in unprepared ground no damages to the gliders occurred.

The second contest day was held on the 8th, after rain and bad weather had kept everyone on the ground for two days. Task of the day was again free distance, and a most exciting race between the competitors flying southward in a weak tailwind, and a stratus layer from a warm front approaching from the south, developed. Before the stratus cover cut out all thermals, the pilot from the Oulu Gliding Club was able to cover 77.6 km—48 miles, which placed him first and gave him 114 points. Second was the pilot from Seinäjoki Gliding Club with 65.4 km.—40.5 miles, and 96 points, and third the pilot from the Polytechnic Gliding Club with 61 km.—37.8



*Best of luck. Sjöblom, Turku Gliding Club is made ready for a take-off in the club's ' Pik-5 OH-PAH '*

miles and 89.5 points. All pilots made a questionable decision this day when going on southerly courses with a weak tailwind instead of going eastward in side wind with a greater probability of finding thermals later in the day. That day one glider was damaged in landing, and so the first team of Helsinki Gliding Club was unable to continue.

Third and last contest day was on the 10th when the weather looked acceptable in the morning. Starts this day were made by winch tow, which made the competition much tougher. The task of the day was given as a goal flight to the town of Pori, 61 km. —37.8 miles from Jämijärvi, but as the weather played its last joke on the competitors that day by turning so bad that no one was able to reach the goal no points were awarded at all that day. Closest to the goal, 5 km.—3.1 miles short, was the pilot from the Polytechnic Gliding Club who landed in a wheat field where a farmer, giving the glider a suspicious look remarked : ' you have no engine in it.' After the pilot had admitted that he had none the farmer replied : ' well why the hell do you start a flight with such a faulty machine ? ' As there were no more contest days the final results were :

| | | | |
|---|---|---|---|
| 1. | Hämeenlinna Gliding Club | 210 | points. |
| 2. | Oulu Gliding Club | 190 | ,, |
| 3. | Strömberg Gliding Club | 164 | ,, |
| 4. | Seinäjoki Gliding Club | 119 | ,, |
| 5. | Polytechnic Gliding Club | 89.5 | ,, |
| 6. | Helsinki Gliding Club II | 83 | ,, |
| 7. | Helsinki Gliding Club I | 81 | points |
| 8. | Turku Gliding Club | 31 | ,, |

And so the ' Jumbo Trophy,' a Russian samowar with the inscription : ' Hang on until the end,' was awarded to the team of the Turku Gliding Club in a solemn ceremony.

During the contest a total of 18 landings on unprepared ground were made, with only one glider damaged, and considering that Finland is the country of lakes and forests this result must be regarded as satisfactory.

As can be seen in the photographs the gliders used were of the ' Grunau Baby II ' or ' IIb ' type (with dive brakes) or ' PIK-5,' the latter being a very popular and successful Finnish trainer designed by the Polytechnic Gliding Club and built in the Clubs. The retrieving equipment proved to be the greatest stumbling block for the clubs, presumably twice the number of teams would have participated if only the problem of retrieving cars could have been solved by the clubs.

The economy of the contest was carried through a joint action of several interested, Shell and Esso together donated 400 litres of aviation fuel and 800 litres of car fuel, the Finnish Aeronautical Association paid the rent for the privately owned towing planes, the lodgings for the contest officials and the meteorologist and the gliding clubs paid the transports of the machines to Jämijärvi. Thus the team members generally had to pay only a small fee for their

# ULSTER GLIDING CLUB

OUR last report was June 22nd with great hopes of two-seater flying. Alas,! our tow car was not equal to the requirements of the ' Short Nimbus ' with the result that the engine cracked up ; so we have been ' hors de combat.' We have learned our lesson and from now on only the experienced will drive. However, on August 3rd Liddell visited his beloved Magilligan and could not resist the tempting North West wind and was towed up in the ' Gull ' by a ' Jaguar.' A four hour flight resulted with terrific thermals like bubbly champagne all over the landscape, and cloud base at 2,800 ft.

*August 23rd.* Our tow car is back again with a new engine, but the wind was as light as our purse. Derek Murphy, a medical student, who lives at Limavady and who earned his ' A ' and ' B ' with the Surrey Club and the Scottish Gliding Union, came over and did numerous circuits with Jackie Leathem towing. We were delighted to welcome H. N. Gregg of the Midland Club who did a circuit.

During July we entertained Kirk Harris fresh from Spain and the American International Soaring team. He and several members of the Ulster Club did a circuit of Ireland (on motor cycles) because there was no flying.

*September 6th.* A light North wind. At last Derek Murphy had a chance and obtained his ' C ' with a 45 minutes flight.

*September 7th.* Wind too light until 3 p.m. Then Dougie Cooper went aloft in the ' Tutor ' for 1 hr. 10 mins., to be followed by F/L. J. Stonham (who will keep an eye to A.T.C. gliding in N. Ireland); he had a similar flight to gain his official ' C '. Derek Murphy capped a good afternoon with a 40 minute flight. He and Liddell who flew two hours in the ' Gull ' landed at 7 p.m. Wind was due North, but mid-afternoon thermals were good to 2,400 ft., off the West face.

Towing was shared by Leathem and Bacon.




*Awaiting the tow-plane. ' Grunau Babys ' and ' Pik 5's '*

lodging, as their travel to Jämijärvi in most cases took part in the trailers with the gliders.

For next year's contest a proposal was made that the high performance gliders should participate. These machines could then in their own group compete for the soaring championship of Finland at the same time as the trainers held their club contests. Whether this can be arranged is still to be seen. The inferior results of this year's contest were due to unfavourable weather, and are not comparable to the results obtained in former years, but with the hope for better luck next time most of the clubs will be starting now in preparation for next year's competitions.

# PARACHUTE JUMPING — from SAILPLANES

## by George Curiel

THE question of parachute jumping is a very important one especially in acrobatic and altitude flying, and for the sailplane pilot.

The technique of parachute jumping consists of several distinct parts. There is the jump itself, when and why it becomes necessary, and finally the pilot's precautions for his safety.

There is a great difference between the pilot who jumps for his life, and the professional parachutist. The latter gets a step by step training on how to fall and how to jump. More important he leaves the plane in technically ideal conditions by the door or hatch, during straight and level flight with special precautions to prevent fouling of his parachute. In other words, the jump is his specific purpose. On the other hand, a pilot who has to jump for his life has not necessarily had a graded training; it may be the first time he has jumped. Also, by the very nature of the emergency, his sailplane will be in an abnormal position. His jump is not quite straightforward, he must take off his safety harness, operate the cockpit hood quick-release mechanism, and leave the plane. This process is usually complicated by the high accelerations of the plane when spinning or diving.

Among other things, one factor is most important from the psychological point of view, i.e., the jump hesitation. Man is afraid of space for ancestral reasons, however, this fear is rarely pathological. If a normal individual can fly without mental conflict it is because he reasons somewhat as follows. He knows that his plane is strong enough to resist the stresses and strains of flight; hence he is able to control his feelings and drive back his fear. In short, step by step he acquires total confidence in himself and his machine, and after a certain time develops his ' pilot's personality.'

However, in a parachute jump the pilot is in completely different circumstances. In general for instance, the pilot will not find it possible to control his free fall. That does not mean to say that it cannot be controlled, but that only a trained parachutist can do so easily; parachutists moreover are able to make their early jumps with quick opening systems which eliminate the free fall completely.

Unfortunately, the situation is more complicated for the sailplane pilot who must quit his plane in case of emergency. In such conditions it is often necessary for him to jump clear of the plane before opening his parachute, that is to say, he must engage in a free fall. In such cases the only factor that affects him favourably is the psychological one, the understanding that if he does not jump he will inevitably lose his life. He has no other option when failure occurs in the wing, elevator or fuselage etc. Only the parachute remains for escape, and the pilot knows, or should know, that a few seconds' hesitation could be fatal, especially if the altitude of the plane is relatively low.

Consider now the jump itself. Suppose a sailplane gets into difficulties and starts to crash. We can assume, for a modern machine a theoretical terminal velocity of 190-220 m.p.h. This is only theoretical because in fact if damage has occurred the sailplane will fall in an abnormal way, and its speed will be correspondingly decreased. To make a jump in these conditions is not very difficult from the point of view of speed alone, but it is a very different matter if there are high accelerations involved.

The sailplane pilot must understand very clearly in exactly what circumstances it becomes necessary to quit the plane, and he must be fully cognisant of the principle and technique involved in the use of the parachute. The imparting of this information is one of the primary duties of the flying instructor.

It is of vital importance to explain to the pupil exactly how to put on the parachute, the use of the rip handle, adjustment of harness and so on. The harness adjustment is particularly important because a faulty fitted harness can cause a serious body lesion at the moment of canopy opening. The load borne by the pilot's body at this instant is multiple of his weight, and thus it is highly important to ensure a uniform pressure distribution by the harness on the body. Every responsible instructor must be very careful to see that the pilot has it all quite clear in his own mind, and that all misgivings and misunderstandings are dispelled.

Let us now turn our attention to some of the emergencies that arise. If a sailplane pilot finds himself unable to pull out of an involuntary spin at rather low altitude he should know that he must not waste any time, but without hesitation quit the plane. In fact, the longer he hesitates the more likely he is to become mentally confused, as a result of the movement and accelerations in the spin. This sort of motion rapidly causes lack of co-ordination especially in pilots who have not done aerobatics. The importance of aerobatic acclimatisation is very well known, and it is always a great help if the pilot can occasionally get a little aerobatic training, either under dual control or solo.

It should be explained here that if during a spin the pilot moves his head, which he of course does, this causes a coriolis acceleration, which in turn brings about an oculo-gravic illusion caused by the conflicting impulses from the eye and otolith organ (semi-circular canals). This illusion consists of the apparent displacement of the object in space as a result of the acceleration stimulating the otolith organs (semi-circular canals). Among other things this causes giddiness (vertigo) and air sickness due to the sympathetic nerve affecting the stomach.

In any case then it is difficult to leave the plane when in a spin (except an inverted spin when the pilot is thrown out by centrifugal force) and for this reason it is dangerous to hesitate if the altitude is rather low.

The circumstances in which it becomes necessary to resort to the parachute can be briefly summarised as follows :—

1. Structural failure of the sailplane.
2. Abnormal vibrations, implying that something is seriously wrong.
3. Impossible weather conditions in relation to the instruments to hand : Blind flying without artificial horizon, or violent air currents and thunder clouds. Some of these currents have been known to tear the wings off.
4. Great instability of the sailplane due to unequal ice formation. In this case it is sometimes only necessary to descend to a lower level to melt the ice off.
5. Involuntary spin due to accidentally stalling, if the pilot's efforts cannot bring the plane back to level flight, or if the altitude is too low.

In addition to these five main points, there are of course, other unusual circumstances where the pilot must use his parachute, as for example when in collision with another sailplane while sharing an upcurrent, or in formation for aerobatics.

However, each case must be examined by the pilot and only he can judge what to do. Fortunately, before allowing candidates to fly it is possible by psychological examination to discover if an individual has a stable personality, and if his reactions are compatible with flying. In addition there are his limit of error of judgment, his power of self-adjustment to a critical situation, his anxiety preoccupation, his self-control and so on. It is obvious that a person with a large reaction time will not be suitable to judge a critical situation, and to make the necessary quick decisions.

Now we must say a few words about the actual technique of parachute jumping. It is well known by sailplanists that the parachute can be employed in two ways. The first is the quick opening method with a special attachment inside the plane, and the second is the free fall method, when the man himself has to pull the rip handle after leaving the plane.

The instructor must explain very carefully both systems to the pupil and how and when to use each.

A man who intends to open his parachute after leaving the plane (this method of ' baling out ' is best because there is less risk of becoming entangled in the machine) must have good self-control, and in any case take the very important precaution of grasping hold of the rip handle before jumping because it is very difficult to do this during the free fall owing to the abnormal position of the human body.

The most critical psychological point is when the pilot realises the danger and decides to leave the sailplane. At this moment the individual is in an emotional crisis and this brings about some psychological and physiological alterations because there is a close relationship between the emotions, functional nervous disorders and the person's attitude or outlook. In these circumstances the pilot is liable to display the following symptoms : increase of muscular tension, dilation of the pupil of the eye, paleness, trembling and perspiration ; there are also cardio-vascular variations and changes in the cerebral centres. In an emotional crisis certain pilots get into a state of depression, and it is scarcely necessary to point out that this is potentially dangerous in an emergency because the pilot's behaviour may not be adequate for the situation. The pilot must drive back his sense of fear and in only a few seconds, according to the circumstances, must be ready to make the jump. In a normal person instinct of self-preservation and power of self-adaption to a critical situation all help him to escape, but this is not necessarily the general rule. In the same person two similar situations could bring about two different reactions at different instants.

The jump without quick opening of the parachute must be employed in the following cases :—

1. In the case of a failure of the sailplane making entanglement of the parachute likely.
2. In the case of a descent in a zone of upcurrents of greater velocity than 25 ft. per sec. This figure is the speed of descent with the normal open parachute in still air, while the terminal velocity of the human body in free fall is about 180 ft. per sec., which would be obtained after 5-7 seconds. Of course the terminal velocity will be proportional to the density of the surrounding air.
3. In the case of sailplane failure at high altitude if the pilot has no portable oxygen supply (an oxygen bottle strapped to the legs or chest and fitted with a regulator valve). If the pilot leaves the plane at 30,000 ft. he must not open his parachute until he reaches 20,000 ft., because above the latter height the air is too thin to sustain life and so he must pass through as quickly as possible. Therefore, the pilot without a portable oxygen supply must make a free fall down to 18,000 or 20,000 ft., where the air pressure is sufficient to prevent anoxemia (oxygen starvation).

   Of course this method is not perfectly safe because the fall could be too long and consequently anoxemia could bring about loss of consciousness or other disturbances of the central nervous system. Another effect is that under emotional stress and physical effort the pilot's rate of breathing increases, which in turn increases the effect of oxygen starvation.

Let us now trace the actions that the pilot must perform in an emergency. Of course, one cannot lay down any hard and fast rules because clearly there


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are things that one cannot learn from an article anymore than one can learn to pilot a sailplane by reading about it.

After taking the decision to leave the sailplane he must remove his safety belt, taking special care not to operate the parachute quick release mechanism by mistake. A mistake of this nature may sound unbelievable, but in an emergency the emotional tension may be such that the pilot is no longer fully conscious of his actions.

After operating the safety belt release the pilot must push the cockpit hood release and simultaneously put his hand into the rip handle of the parachute and then get ready to make his jump by sliding his feet from the rudder pedals. In the case of a free fall jump he must obviously disconnect the parachute anchorage system. At this instant the pilot must judge the altitude for himself if he is unable to see the altimeter, to get an idea of how long to fall before opening the parachute. Now the pilot must endeavour to leave the plane with his head upwards (and incidentally here we should say that in jet planes where the speeds and accelerations are very high it is necessary to use an ejection seat. With this apparatus live ejections have been made up to a speed of 505 m.p.h.).

If during the free fall the pilot doubles up his legs this brings about a loop which is not particularly dangerous, and can be easily stopped by simply straightening the legs again. Spin of the human body, however, is dangerous because sometimes this causes a delay in completion of the parachute canopy.

During descent it is necessary to swallow frequently in order to equalise the pressure on each side of the ear drum. The normal polarised flying goggles can be used to protect the parachutist's eyes during fall. Special precautions are only necessary at high speeds, as for instance with the jet planes fitted with ejection seats a face screen is used.

On approaching the ground the parachutist must look for a suitable place to land, and since this is not always directly in his path he must steer by pulling a bunch of shroud lines on the side towards which he wants to travel.

To prevent damage to his legs he must prepare for landing by keeping them slightly bent. He must also discard his parachute immediately on landing if there is any wind at all. If by chance he is going to land in water then he must get out of the harness before landing, but care must be taken because it is difficult to judge the altitude correctly. On landing he should if possible swim under water for a few yards to get clear of the canopy. One should in no circumstances touch the water with the harness still on as this is very dangerous indeed.

## CONCLUSION

Because the only way to escape in a sailplane crash or other emergency is obviously by parachute, all pilots must get a good knowledge of it. Further because the sailplane pilot does not make any preliminary training jumps it is vitally important to explain clearly to him every point of the technique of parachute jumping. A detail forgotten, a little error made in technique can mean a life lost.

# THE TWO-SEATER 'ZOGLING'

**By Friedrich Tonnis—Aix-la-Chapelle**



The two-seater primary ' 2-G ' was developed by Danish gliding people and has been successfully used for years. A demonstration of the aircraft was given at the World Gliding Contests at Orobro/Sweden in 1950 where it met with approval as well as disapproval. The Danish pilots pointed out that it was particularly suitable for club-construction. The production costs are only slightly higher than those of a single-seater primary.

DUAL training already had many friends before the war. Although solo training prevailed at the gliding schools almost exclusively, the two-seater became more and more important, especially on flat sites where training on the slope was not possible. With dual training a quicker succession of launches can be achieved since the instructor can land close to the launching point and save much of the ground handling. The risk of breakage is reduced because the instructor is in charge of the aircraft. There is the chance to correct the pupil's mistakes immediately and to put the aircraft into a dangerous attitude deliberately in order to demonstrate the action required for recovery. Unfortunately, with this type of training we lose an important part of the old romanticism which used to be about gliding. This is much regretted by the older gliding generation. It must not be forgotten that solo training on the old, popular ' Zögling,' or the ' ESG,' with all the breakages and the resulting night work, created the profound comradeship which still binds us together. The path to the greatly desired ' C ' was long and thorny, and only incurable optimists persevered.

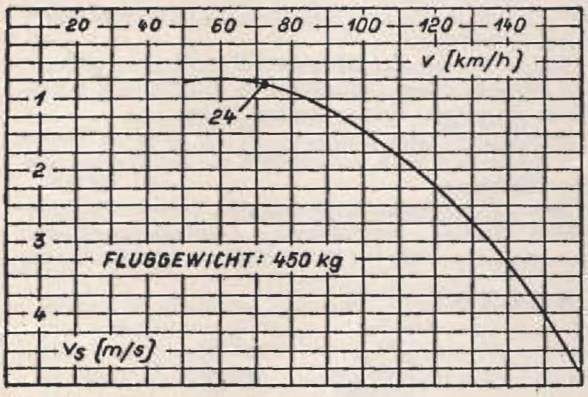
However, there is no use crying over the lost romanticism ; the main point now is to get young people interested in gliding. Needless to say, the financial position of the clubs is desperate. The cost of living has gone up, and the prices of materials have multiplied. Only in a few cases money is available for the purchase of a new aircraft. The answer is to build at home again as in old times. A new two-seater costs about 7,000DM. ; club-built it may cost 2,000 to 2,500DM. The time of construction would probably be one year, unless there

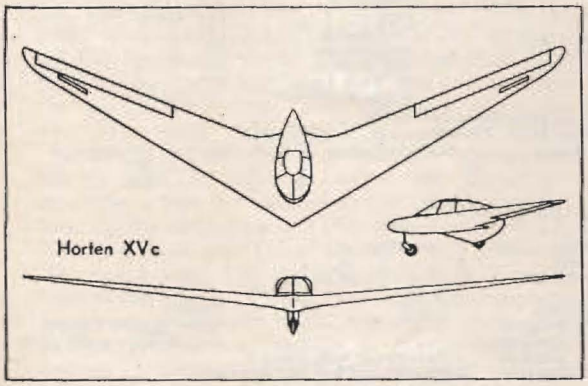
is a delay in the supply of materials which is not unlikely with the present shortage of money.

These considerations have given me the following idea : ' Why not re-design the ' Zögling ' or the ' ESG ' as a two-seater trainer ? ' The basic structure should be the same, high wing with an open frame fuselage, in order to ensure low cost and a simple and sturdy construction. The instructor is placed behind the front strut of the fuselage and the pupil in front of it. The wing area is increased so that the wing loading and the aspect ratio remain the same. The tailplane is enlarged in proportion to the wings, or even a little more to allow for the increased travel of the centre of gravity. The wings should have struts instead of bracing wires. Although a strutted wing is a little more expensive, it saves the old trouble of the bracing wire that does not reach and the turn-buckle that does not turn any more.

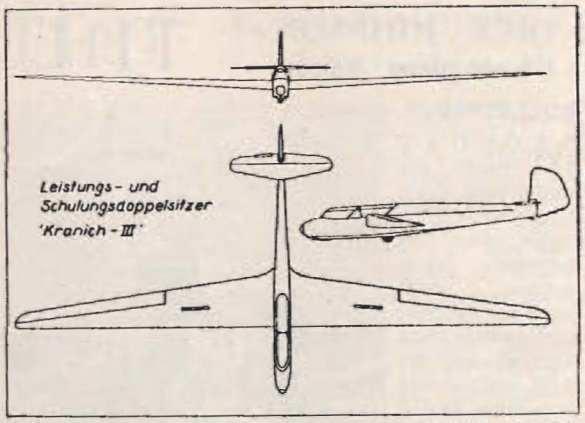
Of course, I realise that my suggestion will only find a weak response, because new clubs are usually formed by a group of old soaring pilots who want to fly again, and in this case the two-seater has several uses. It has to serve as a trainer with two up, and as a high performance sailplane when flown solo. This idea is perfectly sound. But is it always feasible?

From : *Thermik*, 1952, No. 4.

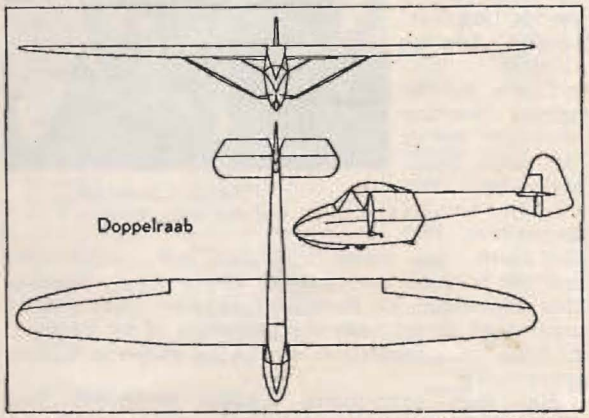


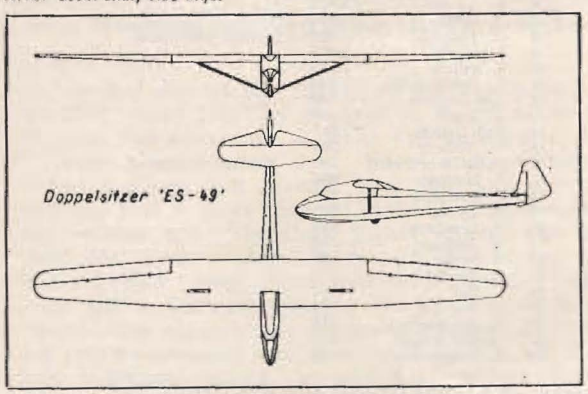

*The ' HO-XV ' was built and tested by Dr. Reimer Horton in the Argentine. The ' HO-XV C ' has been altered for German soaring conditions : a lower wing loading but the same span of 18 m. Outline and performance curve above*




*The ' Kranich III ' is a new design by Hans Jacobs and is being constructed by Focke-Wolf. Price 11,000 DM (£1,000). The aerodynamic form of the ' Weihe ' wing has been utilised. The fuselage is of steel tube construction. As the sailplane is still under development, changes in the performance figures are possible. Span, 18.30 m. Length, 9.08 m. Wing area, 20.2 m². A.R., 16.5. Wt. empty, 230 kg. Wt. all up, 430 kg. Wing loading, single-seater, 16 kg./m². Two-seater, 20 kg./m². Gliding ratio, 1:27. Min. sink, 0.65 m./s.*




*The ' Doppelraab ' was designed and built by Fritz Raab immediately after the cessation of the prohibition of gliding. Wolf Hirth Ltd., intend to produce it in series (at approx. 6,500 DM—£650). Sale in kit form for group home construction is contemplated. The ' Doppelraab ' is a single-seater training sailplane which may also be flown as a two-seater. Span, 12.7 m. Length. 6.7 m. W/area, 17.5 m². A.R. 9.2. Wt. empty, 150 kg. Wt. max., 320 kg, 'W Loading, single, 13.7 kg./m². Two-seater, 18.3 kg./m.² Gliding Ratio, .1:18. Min. sink, 0.95 m./s.*




*The design of the two-seater ' ES 49 ' by Edmund Schneider has been modified after tests by aircraft manufacturer Alex Schleicher Poppenhausen/Wasserkuppe. The structure weight has been reduced and the performance characteristics are now said to be identical to the ' Grunau Baby.' This is of course a great advantage in training. Span, 16 m. Length, 8.65 m. W/area, 21.8 m². A.R., 12. Gliding ratio, 1:24. Min. sink, single, 0.67 m./s, two-seater, 0.80 m./s.*

# DICK JOHNSON Champion Again

# THE 19th AMERICAN

**BULLETIN No.1.**

MONDAY things got under way. With temperatures again over 100 degrees, pilots arrived, ships were set up, spit and polish were applied ; and, by 4.00, enthusiasm was high, and a strong representation was on hand for the first pilots' meeting. Thus the stage was set for the 19th National Soaring Contest.



*' Dick ' Johnson, Champion, and his wife Alice*

Chairs for the pilots' meeting were set up in the usual Texas style—by the contestants themselves. Hal Cronkhite, his usual vivacious self, called the meeting to order promptly at 4.09 p.m.c.s. Finding this impossible, he continued anyway. Rules were announced as set with the exception of an addition to 3.1—' . . . regulation, except for suspension from competition.'

Hal then introduced Contest Personnel—Ted Lange, Meteorologist ; Henry Octavec, Scorer ; Phil Easley, Operations Director ; Jock Powell, Chief Tow Pilot ; Todd James, Official Time-keeper ; Gena Easley, Mary Carsey, and Becky Simmons. Bows were taken by Fred Hoinville of Australia who is en route home from the competitions in Spain, and by Mario Gutierrez of Argentina who is at present studying for his Ph.D., at Notre Dame University.

Special emphasis was given to correct crew call procedure in retrieving ships. REMEMBER AND USE THIS PROCEDURE ! Write these phone numbers on your caps—MOhawk 2-8311 and MOhawk 2-5925.

Jock Powell, Chief Tow Pilot, delivered his usual brilliant discourse on the subject of field operations. His freehand chalk masterpiece in two colours was loudly acclaimed by critics throughout the hangar. Areas dangerous to sailplanes apparently covered the entire field. His one desperate plea was for pilot and crew to have glider ready at previously requested take-off time. HURRY! BE ON TIME.

E.J., ' Mr. 19th,' covered the ' thermal-front ' in his usual inimitable style. The gist of his remarks was ' This is a strictly flying Soaring Meet without the Elmira birch trees and beauty but with Texas thermals to burn.

Jon D. Carsey, President of S.S.A., was introduced, and he replied with an invitation to all to his Dallas Home for refreshments Monday night.

Selection of the members of the Contest Board was completed with the election of Ted Nelson and Pop Krohne.

Soaring conditions were sampled by several pilots during the day. Dry thermals were prevalent—the tops at about 9,000 ft., M.S.L. Winds at this altitude

## FINAL RESULTS

| | | | |
|---|---|---|---|
| 1. | R. Johnson | 2,045 | Champion 2045. |
| 2. | W. Ivans | 1,927 | |
| 3. | W. Coverdale | 1,880 | |
| 4. | P. Bikle | 1,739 | |
| 5. | R. Parker | 1,702 | |
| 6. | K. Trager | 1,617 | |
| 7. | R. Opitz | 1,530 | |
| 8. | D. Johnson | 1,492 | 2-place Champion. |
| 9. | B. Carris | 1,394 | |
| 10. | S. Bennis | 1,251 | |
| 11. | L. Gehrlien, Sr. | 1,145 | |
| 12. | Pop Krohne | 1,096 | |
| 13. | D. Reed | 1,081 | |
| 14. | Ted Nelson | 881 | |
| 15. | W. Wiberg | 789 | |
| 16. | Betsy Woodward | 780 | Woman Champion. |
| 17. | P. Mulloy | 690 | |
| 18. | P. Sherman | 579 | |
| 19. | R. Lyons | 559 | |
| 20. | G. Lambros | 546 | |
| 21. | R. Jackson | 442 | |
| 22. | S. Nephew | 376 | |
| 23. | K. Flaglor | 317 | |
| 24. | L. Bell | 277 | |
| 25. | D. Bradley | 219 | Junior Champion. Age 14. |
| 26. | R. Breiling | 218 | |
| 27. | Ginnie Bennis | 201 | |
| 28. | L. Gehrlien | 136 | |

Elmira Area Soaring Association. Club Championship.

Texas State Championship.
1. Del Reed.
2. Wally Wiberg.
3. Pat Sherman.
4. Steve Nephew.

*Last Day.*

| *Open* | *Miles* |
|---|---|
| Johnson | 283 |
| Ivans | 254 |
| Coverdale | 250 |
| Bikle | 281 |
| Parker | 100 |
| Trager | 203 |
| Opitz | 224 (Goal) |
| D. Johnson | 155 |
| Gehrlien, Sr. | 133 |
| Pop Krohne | 140 |
| D. Reed | 125 |
| Betsy Woodward | 77 (Goal) |

Total miles flown, over 26,060.
More than 145 flights were over 50 miles.
*Of these* 113 flights including 27 goals were over 100 miles.
" " 56 " " 19 " " " 200 "
" " 12 " " 5 " " " 300 "

*Longest flight* 373 *miles.*

Silver legs 8 completed 4.
Gold " 6 " 6.
Diamond " 9 " 1 (Opitz).

| *Records* | *National* | *World* |
|---|---|---|
| R. Johnson | | Speed △ 54.75 m.p.h. |
| W. Coverdale | | Goal & Return 268 miles |
| D. Johnson | 2-place Speed △ 38.1 m.p.h. | |
| Nelson-Perl | 2-place Goal & Return 158 miles | |

Betsy Woodward (Womans) { Goal 77 miles. Distance 205 miles. Goal & Return 124 miles. Speed △ 28.05 m.p.h.

# NATIONAL CONTEST

By FRED HOINVILLE
*Our Special Correspondent*

were estimated at 30 m.p.h., plus, indicating superlative conditions for distance soaring. Ted Lange of the U.S. Weather Bureau expressed a professional opinion that these conditions would probably prevail for at least the first few days of the Contest, as weather maps at this time do not indicate a change. In this area 17 straight days of temperatures over 100 degrees have prevailed setting an all time record and making life miserable for every ground-bound mortal, but certainly making for super soaring conditions.

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The desk reports 20 registrants. What happened to the rest? Such outstanding high-performance ships as the ' Horton 1V,' the Bierens-Trager ' machine, the ' RJ-5,' ' 1-23's,' etc., are registered. Former Women's Champion, Ginny Bennis, is on hand with her ' LK.' Two young pilots, Douglas Bradley and Harry Gehrlein, will compete.

The ultimate in crew comfort has been set up by Ted Nelson in his air-conditioned ' Cadillac ' with two-way radio.

Coverdale was busy giving away solid gold cigarette lighters.

**BULLETIN No. 2.**

**3 FLY TO AMARILLO, 327 Mi.**
**CONTEST OFF TO RED HOT START!**

**Dick Johnson Reaches 290-Mi. Goal ; 14 of 25 Pilots Attain Their Goals.**

*August 19th.*

They're off . .The 19th National Soaring was off to a fast start at 10.46 a.m., when Dick Johnson and the ' RJ-5 ' were launched in the first official contest take-off. Hard on Johnson's heels went Coverdale and Ivans in the ' 1-23's.' Some of the pilots were a bit doubtful as to the wisdom of so early a start. However, pretty little Cumulus buds were beginning to burst into blossoms. The first three aces were seen to cut tow early and go rapidly into climbs and this started a clamour on the starting line and the entire list was soon in the air. Probably the most spectacular start was that of the ' Horton 1V ' flying wing, piloted by Rudy Opitz. It was apparent that his gear would not retract and tow was cut at 1,500 ft., for return to the field. This difficulty was corrected and the wing relaunched and everything was ' kopesetta.' This wing is a beautiful thing to see in the air and its pilot is indeed the master of his machine. We at headquarters were amused at hearing the exchange of radio communications. Ted Nelson has, as you know, set up a unit in our office. We would hear Ted call the crew to ask if the air conditioner in the ' Caddie ' was functioning properly. Jerry would answer back, reporting their position on the ground and telling of the comfortable 70 degrees in the car. Ted would mention his position at 7,000 ft., 20 miles N. of Ft. Worth. A great man for gadgets and comfort, this Nelson.

The morning pilots' meeting saw such dignitaries as His Honour Carlisle Smith, Mayor of the City of Grand Prairie ; Mr. E. H. Stoltz, President of the G.P. Chamber of Commerce ; Dean J. S. Hopper of Arlington State College, welcoming the pilots, crews and visitors. After these ceremonies the meeting was turned over to ' Curly ' Cronkhite, the Contest Director. First order of business was the ' Met. Man,' Ted Lang of the U.S. Weather Bureau. Ted is the kind of soaring meteorologist, who gives it to you straight and he doesn't mind sticking his neck out. His briefing was short and to the point, his admonition was for the fellows to ' get 'em in the air and git.'

How right you were Mr. Lang. Probably no National ever started off with such super soaring conditions. Please Mr. Lang, just give us this same weather tomorrow and every day and maybe these cissies will start setting themselves some real distant goals. Phooie on these 200 and 250 mile goal flights! Youse guys can do better than that.

| *Pilot* | *Landed* | | *Miles* | *Pts.* |
|---|---|---|---|---|
| Bradley | Watauga, Texas | | 19 | 19 |
| Mulloy | Wichita Falls, Texas | Goal | 117 | 140 |
| Flaglor | Durant, Oklahoma | Goal | 90 | 108 |
| Nephew | Wichita Falls, Texas | Goal | 117 | 140 |
| Dave Johnson | Abilene, Texas | Goal | 161 | 193 |
| Jackson | Henrietta, Texas | | | |
| Gehrlein, Jr. | | | 24 | 24 |
| Lambros | Durant, Oklahoma | Goal | 90 | 108 |
| Reed | Wichita Falls, Texas | Goal | 117 | 140 |
| Bell | McKinney, Texas | Goal | 37 | 44 |
| Brieling | Abilene, Texas | Goal | 161 | 193 |
| S. Bennis | Wichita Falls, Texas | | 115 | 115 |
| G. Bennis | Wichita Falls, Texas | | 115 | 115 |
| Johnson, Dick | Lubbock, Texas | Goal | 290 | 348 |
| Sherman | Marlow, Oklahoma | | 143 | 143 |
| Coverdale | Amarillo, Texas | Goal | 327 | 392 |
| Gehrlein, Sr. | Abilene, Texas | Goal | 161 | 193 |
| Carris | Childress, Texas | | 217 | 217 |
| Nelson | Childress, Texas | Goal | 217 | 260 |
| Trager | Clinton, Oklahoma | Goal | 224 | 269 |
| Parker | Amarillo, Texas | | 327 | 327 |
| Ivans | Amarillo | Goal | 327 | 392 |

| *Out-and-Return* | *Out Point (Aloft)* | *Return Point (Land)* |
|---|---|---|
| Opitz | Wichita Falls, Texas | Henrietta, Texas |
| Krohne | Mineral Wells | Ft. Worth, Texas |
| Wiberg | Iowa Park | Rhome |

**BULLETIN No. 3.**

**373-MI. FLIGHT BY R. H. JOHNSON TOPS MEET NELSON-PERL SET U.S. GOAL-RETURN RECORD**

**Betsy Woodward Goes Aloft as Bus Line Turns Sponsor**

*August 21st.*

The 2nd day of the 19th National was declared another ' Open Day ' by the Contest Board, in order to take full advantage of what was anticipated as another super soaring day. Pilots and crewmen, some of whom had covered over 800 miles round trip and had no more than '40 winks ' but were eager for another try. The three flights which went to Amarillo, Texas, were all back, and at least two of them looked ' bright-eyed and bushy-tailed ' with their thirst for more soaring still unslaked. Ray Parker, the old maestro of desert soaring, allowed his trip to Amarillo was 'bout 'nuff for him for the time being and he and crew took a day of rest. Ray had just completed his all Diamond Badge at Odessa, as had Paul Bikle.

As far as we know, no soaring contest at anytime, anywhere, ever saw such distance soaring as was

accomplished here on the opening day—think of it, three flights for 327 miles and two of those were Goal Flights. Probably more goal flights were accomplished on this day than on any other occasion. Would we be bragging if we said this was one of the greatest days in soaring history? Maybe we would, so we won't say it—but by-gosh she were a mighty foin day. Ivans made Diamond 'C.'

The scoring at the end of the first day showed Ivans and Coverdale tied for 1st, Dick Johnson 2nd, and Ray Parker a good third in the Single-Place Division. In the Two-Place Division, Nelson and Perl with 260 points led Johnson and Johnson who had 193 points, and in third place was T.S.A.'s own husband and wife team, Steve and Ruth Nephew. The Women's Championship had only one contestant at the start, the pretty ex-champion Genny Bennis and she made a fine flight of 120 miles to near W. Falls. Today Genny had an opponent in the person of Betsy Woodward who has secured the use of Phil Easley's 'BG-7' and is being sponsored in the contest by Continental Trailways Bus Lines. Drama marked Betsy's entry into the picture. The newspapers showed her in a dejected pose: 'Champ without a ship.' Continental Bus phoned Contest Headquarters, put up a cheque to cover her expenses, and she got into the air about 3.30 p.m. (Ride Continental—adv.).

Big play is being given by press, radio, T.V., to the Contest. *Life* magazine is eyeing the scene for what may develop into soaring's biggest single hunk of publicity. Plans are in making for a one-day Light Aircraft static exhibit in hangar for Sunday, a browsing deal for soaring people and week-end spectator crowds. Jim Simmons, Beech pilot and T.S.A. stalwart, is arranging the exhibit.

### WHO WENT WHERE

| *Pilot* | *Landed* | *Miles* | *Points* |
|---|---|---|---|
| Coverdale | Ponca City, Oklahoma | 278 | 278 |
| Carris | Weatherford, Texas, G. & R.* | 96 | 125 |
| Opitz | Quanah, Texas | 192 | 192 |
| Woodward | Waxahachie, Texas | 28 | 28 |
| Lambros | Chickasha, Oklahoma | 167 | 167 |
| Nephew | Mineral Wells, Texas, G. & R.* | 112 | 112 |
| Nelson | Bowie, Texas, G. & R.* | 158 | 205 |
| Ivans | Ark City, Kansas | 288 | 288 |
| Bradley | Durant, Oklahoma | 90 | 90 |
| Reed | Frederick, Oklahoma, G.* | 165 | 198 |
| Trager | Perry, Oklahoma | 247 | 247 |
| Bikle | Blackwell, Oklahoma | 283 | 283 |
| S. Bennis | Wynnewood, Oklahoma | 136 | 136 |
| R. Johnson | Petersburg, Kansas | 373 | 373 |
| D. Johnson | Childress, Texas, G.* | 217 | 260 |
| Jackson | Ardmore, Oklahoma | 108 | 108 |

* G. & R. signifies goal-and-return; G. goal flight.

**BULLETIN No. 4.**

**16 OUT OF 22 COMPLETE GOAL-AND-RETURN FLIGHTS**

**DICK JOHNSON DOES 124-MILE ROUND TRIP FASTEST**

**BETSY WOODWARD SETS FEMININE RECORD SPIRITS HIGH IN CLOSE COMPETITION FOR THIRD DAY**

*August 22nd.*

The third great day of super soaring in the Nineteenth is now history. We have said nothing of the accomplishments of the 2nd day other than the scores, so we will make a few remarks concerning the 2nd day's flights. Let us say, first of all, that the greatest distance of the 19th was reeled off. We refer to Johnson's distance to Petersburg, Kansas—373 miles. Ivans, Coverdale, and Trager were still unwilling to give Johnson surcease, as they were right in there only a few miles short of his distance and point total. Ivans, the 'tall and handsome,' is holding a good second, and is followed closely by Coverdale and Trager. This single-place division is still a nip and tuck affair. And, with these booming conditions holding, no man can afford to let his guard down for a minute. Quietly lying in wait are a number of hot boys ready to spring for the kill if given half a break.

The two-place division likewise finds us with the battle of the century on our hands. The Nelson-Perl team in the 'Hummingbird' continues to set the pace, but the Dave Johnson and Steve Nephew teams are viciously biting at its heels.

One false move on the part of Nelson-Perl will find the others going around them in the turns. The 19th finds the most sporting competitions of any National on record. It's fang and claw—every man for himself, and the devil takes the hindmost. Now please, gentle reader, let us not take this to mean that the highest quality of sportsmanship is not being shown by all contestants—for it is. But this is really a tournament. No one can sleep soundly—as if one ever had an opportunity for a session in the arms of Morpheus with such distances as are being retrieved in Texas. But the fellows and gals, pilots and crews, have shown super-human stamina. Back they come in time for the morning pilots' meetings, eager and ready for another try. 'May the best pilot win,' they say—'our pilot is ready to fly.' Men and women of iron, we call them. We salute these contestants in the 19th.

### STANDINGS TO DATE

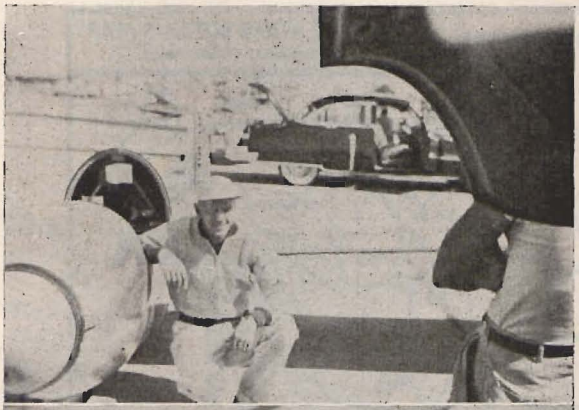
| *Pilot* | *Time* | *Speed* | *Points Earned* | *Total Points* |
|---|---|---|---|---|
| (Mineral Wells Turning Point) | | | | |
| R. Johnson | 2.26 | 51 | 244 | 961 |
| Bill Ivans | 2.41 | 46.2 | 236 | 925 |
| Coverdale | 2.52 | 43.2 | 231 | 901 |
| Carris | 3.40 | 33.8 | 216 | 558 |
| Parker | 2.54 | 42.7 | 230 | 557 |
| Opitz | 4.17 | 29 | 208 | 530 |
| Trager | 4.02 | 30.8 | 211 | 474 |
| Wiberg | 4.09 | 29.9 | 209 | 432 |
| Mulloy | 3.32 | 35.2 | 218 | 358 |
| Krohne | 4.43 | 26.2 | 204 | 305 |
| Woodward | 3.40 | 33.8 | 216 | 244 |
| Nelson-Perl | 4.01 | 31 | 211 | 676 |
| Dave Johnson | 3.31 | 35.3 | 218 | 671 |
| (Weatherford) | | | | |
| Bennis, Steve | 3.18 | 29.1 | 161 | 412 |
| Gehrlein, Sr. | 3.22 | 28.5 | 160 | 367 |

**BULLETIN No. 5.**

**Guest Editor, Fred (Tex) Hoinville Honorary Texan**

*August 23rd.*

Well, Fellow Texans, what a day! *What a Day*! Now all those guys who accused us Texans of being a bragging bunch of critters can see for themselves that we only state bare facts. Come to Texas for the








*Top : Bill Ivans; Centre : Betsy Woodward. Bottom : Addressing a pilots' meeting; Left T.S.A. President, E. J. Reeves; Right, Contest Director, Hal Cronkhite and Becky Simmons, Secretary*

world's biggest thermals ! Just take a look at these hyar statistics for *One* day.

*Bill Coverdale Breaks World Record.* Round trip of 268 miles sets new International Mark. Previous Swedish figure, about 240 miles. Interviewed by your special reporter (me), Bill modestly said, ' Aw, it was easy ' as he smiled a hard Stern smile and tenderly rubbed a Hard, Stern spot. A wonderful flight, Bill, by a great guy in a great little ' 1-23.'

*Betsy Woodward in ' BG-7 ' Breaks Women's National Distance Record,* and she earns first U.S. Woman Gold ' C ' in brilliant 205-mile flight to Sweetwater, Texas. Keep it up, Betsy, you've got the boys frightened with your little ' Breigleb.'

*Dick Johnson and Paul Bikle make 325 Mile Goal Flight to Odessa* and *Seven other Pilots* make their goals, six being of Diamond goal distance (over 187 miles).

*Lorraine Bell and George Lambros in ' BG-6 ' and ' Wolf,'* exceed 7½ hours flight to complete their Silver ' C.'s' George did 132 miles and landed so late the Directors were really worried.

No kidding, folks, it really has been a wonderful meet so far. The first two glorious days of open choice produced such colossal flights that even the Texans were willing to cut it down to a speed test (out-and-return) on the third day, giving tired crews and paralyzed pilots a welcome break. The few retrieves were short and quick—almost every pilot completed the course and got to bed early for once.

We all send our best wishes for a speedy recovery to popular ex-champion Ginny Bennis who was severely bruised when her ' LK ' was damaged in a heavy landing in soft earth yesterday. The ' LK ' will fly again, and Ginny will be as good as ever very soon.

Husband Steve Bennis did his Gold ' C ' distance with Diamond yesterday, with a 205-mile goal to Sweetwater.

Steve Nephew set off with a long-distance gleam in his eye but had the bad luck to have the rear canopy blow clean off his ' LK ' soon after, and had to return. Hard luck, Steve, we all wish you better next time. Anybody who sees an ' LK ' canopy in a field, please report it to Steve.

This is your Aussie Editor signing off. Ride those Texas thermals, you Cowboys !

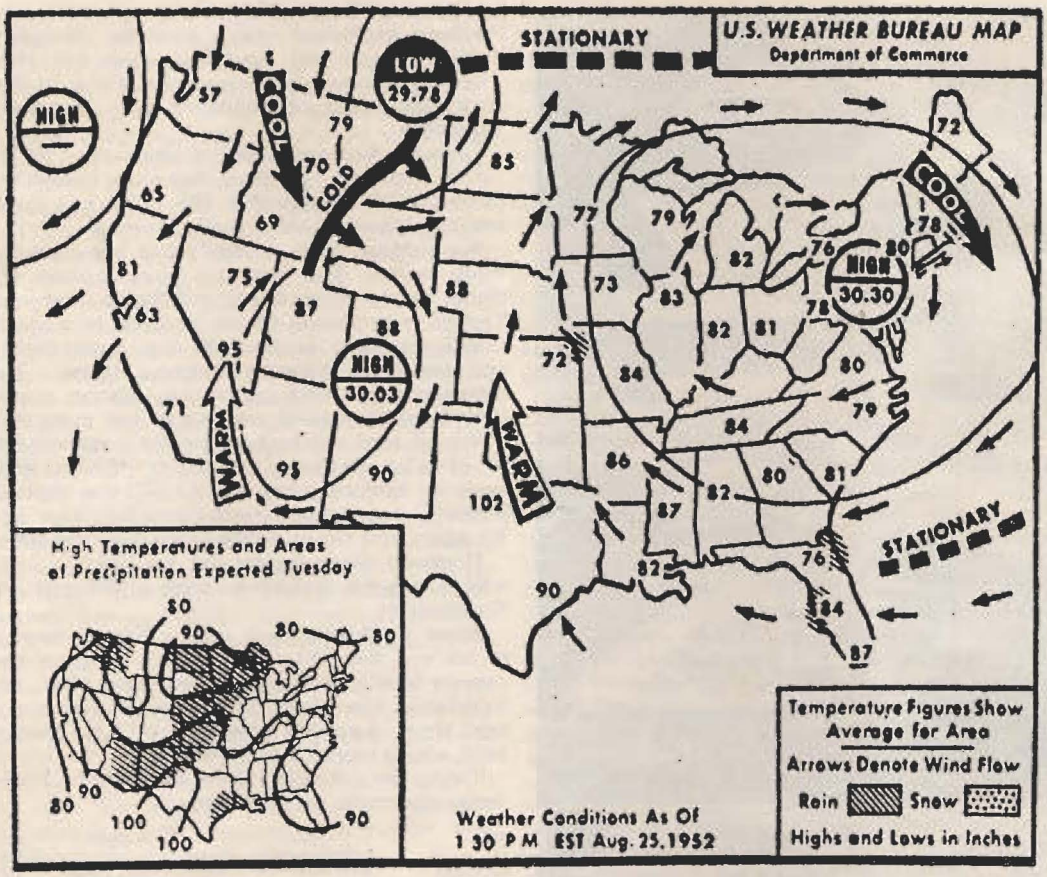
| *Pilot* | *Goal* | *Down* | *Pts. Earned* | *Total Pts.* |
|---|---|---|---|---|
| Coverdale | Brownwood-and-return | Grand Prairie | 348 | 1,249 |
| Krohne | Odessa | Sweetwater | 205 | 511 |
| R. Johnson | Odessa | Odessa | 390 | 1,351 |
| Ivans | Odessa | Big Springs | 264 | 1,189 |
| Mulloy | Abilene | Abilene | 193 | 551 |
| Jackson | Cisco | Weatherford | 60 | 345 |
| Opitz | Odessa | Midland | 306 | 836 |
| Sherman | Sweetwater | Strawn | 89 | 232 |
| Gehrlein, Sr. | Sweetwater | Sweetwater | 246 | 613 |
| Carris | Sweetwater | Sweetwater | 246 | 804 |
| Trager | Midland | Colorado City | 229 | 950 |
| Bell | Silver ' C ' Duration | Succeeded | | 44 |
| Woodward | Colorado City | Sweetwater | 205 | 449 |
| Wiberg | Big Spring | Colorado City | 220 | 652 |
| Bikle | Odessa | Odessa | 390 | 673 |
| Lyon | Sweetwater | Sweetwater | 246 | 246 |
| Parker | Odessa | Sterling City | 258 | 815 |
| Dave Johnson | San Angelo | San Angelo | 269 | 940 |
| Nelson-Perl | Big Springs | Sweetwater | 205 | 881 |
| Reed | Sweetwater | Sweetwater | 246 | 743 |
| Lambros | Sweetwater | Moran | 132 | 407 |
| Flaglor | Sweetwater | Abilene | 161 | 317 |
| Bennis | Sweetwater | Sweetwater | 246 | 658 |

## BULLETIN No. 6.
## Guest Editor, Fred Hoinville
## Honorary Texan

*August 24th.*

I've just found out the definition of a guest editor. It's a guy who volunteers to do a job once, and then finds himself stuck with it for the duration. So grit your teeth, you tough Texans and ornery folks, and reach for that dictionary. You're going to read Australian (with a Texas influence) from now on. Now read about another record-breaking normal Texas day.

*Dick Johnson Breaks World Speed Record.* Around a




79-mile triangular course, under official F.A.I. conditions, Dick averaged 48.8 miles per hour to add about 3 miles to the previous record. One of these days Dick is going to finish the ' RJ-5 ' and make it into a really good sailplane. Most people think it's fairly good now, especially the poor officials who have to keep re-writing the record books every time Dick flies.

*Dave Johnson Breaks National Record for Two-Place Speed Event.* These Johnson boys are plumb monotonous. No imagination at all. Can't do a thing except break records. Dave averaged 38.1 to set a new figure in the ' LK ' Flat-top. A worried competitor wants to know how many more Johnsons are going to grow up to plague him.

All except one contestant completed the course, and five beat the previous U.S. record.

Two extra points of interest about the previous day's event : In the No. 5 Bulletin it was stated that Dick Johnson and Paul Bikle had flown 325 miles on goal flights. This is obviously another record, as no such distance has ever been flown before, and is not likely to be beaten for many years.

Also it has been discovered that Rudy Opitz flew 313 miles, not 306 as stated, and this gives Rudy the last leg to complete his Diamond ' C '. Congratulations from all of us, Rudy.

*New Arrivals.* Dr. Raspet arrived yesterday. ' Gus ' was greeted joyously by his many friends here, and he will make many more friends before he leaves.

Paul Schweizer is here, and he looks kinda pleased every time the amplifier states ' Here comes another of those wonderful little ' 1-23 Schweizers.' It takes an ' RJ-5 ' to beat those little beauties, and even Dick can't beat them every time.

Harry Meline has brought one of the world-famous ' Grunau Babies ' to the Meet. The ' Baby ' is probably one of the best-known trainers in the world, and is sometimes called the ' Model T ' of the soaring skies. About 50,000 ' Babies ' have been built. Germany has reaped enormous profits from the use of these machines to make their youth air-minded at a very low cost.

Major B. B. Cooley and Major Bill Elliot have dropped in to enjoy the show and taste a little of the joys of soaring.

Other air-minded visitors include the few billion crickets now staying at the Lennox Hotel in Grand Prairie on the cheap. They are festooned all over the walls and the pavement. Probably picked the Lennox because all the other motorless types in town go there too.

*Tow Tickets.* All pilots including non-competitors are asked to have their tickets ready to avoid delays on the take-off.

| *Pilot* | *Speed* | *Total Points* |
|---|---|---|
| Johnson, Dick | 48.8 | 1,506 |
| Ivans | 42.7 | 1,336 |
| Parker | 39.8 | 961 |
| Johnson, Dave | 38.1 | 1,084 |

| *Pilot* | *Speed* | *Total Points* |
|---|---|---|
| Trager | 37.8 | 1,093 |
| Carris | 37.6 | 947 |
| Opitz | 34.1 | 982 |
| Coverdale | 33.2 | 1,388 |
| Wiberg | 31.2 | 789 |
| Reed | 28.0 | 831 |
| Bennis | 27.0 | 790 |
| Mulloy | 35.1 | 690 |
| Gehrlein, Sr. | 31.0 | 748 |
| Bikle | 44.2 | 821 |
| Bell | 18.5 | 166 |
| Woodring | | |

**BULLETIN No. 7**

**Guest Editor, Fred Hoinville**
**From way, way, South of the Border**

*August 26th.*

With generous and greatly appreciated hospitality, Jon and Mary Carsey staged a big ' South of the Border ' party at their home on Sunday night. Guests were asked to wear something appropriate to the Mexican setting. Hit of the night was Bill Coverdale who turned up in prison garb as a border-crossing fugitive from a chain gang. Wish I had thought of that one. Guess I'm stuck with this editing job until I do likewise.

No records were broken on Monday, but only because the boys have placed the figures so high by now that records are a damsight harder to break now than at the start of the Contest. Some of the day's runs were right up to record-standard.

Bill Ivans was top scorer with a measley 308 miles. Never mind, Bill, the weather can't be good every day, even in Texas.

Bill Coverdale, 286 miles, and Paul Bikle, 275 miles, were next. All three flew ' Schweizer 1-23's.' That noise is Paul Schweizer chuckling in the background.

The race for the title is getting grim. Only a few points separate the leaders. Johnson 1,695, Coverdale 1,674, and Ivans 1,644, have only a moderate lead on the others.

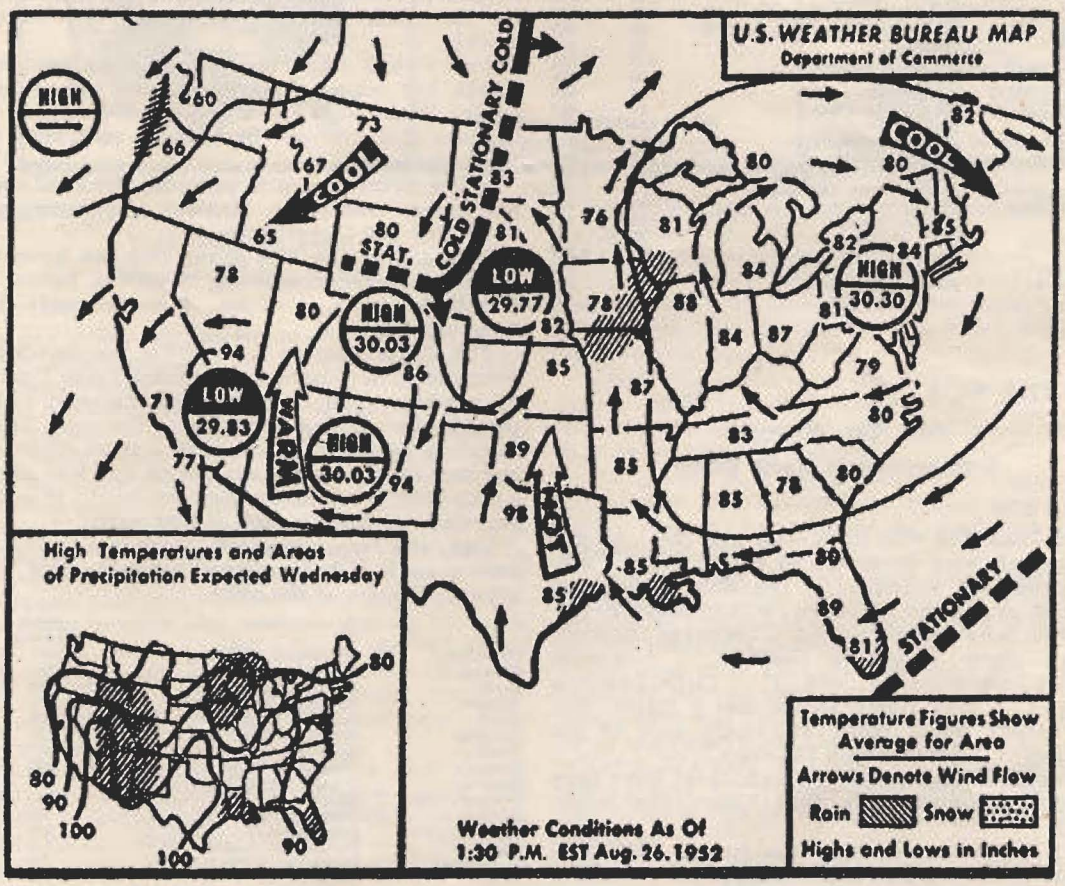
Ted Nelson has had to go back to work and is not competing further in this meet. This shatters the popular theory that glider pilots don't have jobs.

Dave Johnson with 213 miles top-scored in the 2-place section. Brother Dick had an off day with 189 miles. In fact, as you can see, the day was barely soarable.

Sad news for Rudy Opitz. The official measurement on his recent Diamond ' C ' distance shows a deficiency of a mile or two. Another week to go, Rudy. We hope you make it.

Wally Wiberg is the latest victim of misfortune. Wally was hurried to the hospital with an internal complaint just serious enough to ground him for a week or two. Tough luck, Wally. We all miss you and regret your dropping out of the Contest.

We are not sure, but we think Ken Flaglor has established some kind of a record. Anyway, he's the only pilot here with *ten* members in his crew.



Ralph Watkins blew in today with his famous aerobatic dog, ' Chandelle,' who can show you how to do a snappy snap roll, a slow roll, and other stunts. When asked whether he prefers to be a glider pilot or a dead dog, he just rolls over silently, but convincingly. The simple wisdom of the wild !

Eugart Yerian with Virginia and little Bill, arrived at last. I've come 15,000 miles to meet that guy, so I hope he stays still for a day or two while we get acquainted. We've been pals for years—by mail.

Erik Anderson of Denmark is another International visitor who dropped in today. We hope Erik can stay awhile.

Some of the people around this airport are beginning to show traces of an Australian accent, no doubt the result of listening for hours to a certain P.A. Commentator from the far and sunny south. The same commentator, recently mistaken for a Mexican (how did that happen ?) was asked where he learned to speak such good English.

By the way, I want to solve a mystery of the menu. Will some American please tell this baffled Australian whatinell is a shirred egg ?

So long, kiddies. Uncle Fred will be back this time tomorrow—if he gets some sleep.

| *Pilot* | *Down* | *Points Earned* | *Total Points* |
|---|---|---|---|
| Coverdale | Canadian, Texas | 286 | 1,674 |
| Krohne | G. & R. Gainesville | 169 | 680 |
| Carris | G. & R. Ranger | 263 | 1,210 |
| Bell | Bolivar on return from Gainesville | 111 | 277 |
| Lambros | Denton on return from G. & R. | 98 | 505 |
| Nephew | Denton | 35 | 302 |
| Ivans | Claude, Texas | 308 | 1,644 |
| Sherman | Sunset, Texas | 66 | 298 |
| Bradley | Goal to Gainesville | 85 | 194 |
| Reed | Marietta, Oklahoma | 63 | 894 |
| Trager | Hedley, Texas | 258 | 1,351 |
| Bennis | Goal to Wichita Falls | 123 | 913 |
| Johnson, R. H. | Shawnee, Oklahoma | 189 | 1,695 |
| Parker | Ranger on return from Abilene | 218 | 1,179 |
| Johnson, Dave | 10 miles from San Angelo | 213 | 1,297 |
| Jackson, Ray | Terrell, Oklahoma | 97 | 442 |
| Lyon | Crowell, Texas | 181 | 427 |
| Gehrlein, Jr. | N. of Denton | 52 | 99 |
| Opitz | Elk City, Oklahoma | 233 | 1,215 |
| Woodward | Roanoke, Texas | 23 | 472 |
| Gehrlein, Sr. | Kirkland, Texas | 214 | 962 |
| Bikle | Slaton, Texas | 275 | 1,096 |

## BULLETIN No. 8.

### Fred (Tex) Hoinville

### Semi-permanent Guest Editor

*August 27th.*

Yes, folks, I'm still stuck with this job. All the new arrivals were too smart for me. So here I am, still publishing statistics on the silver, gold, and diamond production of Texas. Which means to say that Paul Schweizer got a Gold ' C ' with one Diamond today; Steve Bennis, a Gold ' C '; Lawrence Gehrlein completed his Gold ' C '; Little Larry, a Silver ' C '; and Harry Meline also a Silver ' C '. Rudy Opitz made really and truly sure of his Diamond ' C ' distance with 318 miles.

Other good flights today, which could have been thought sensational any time before this week, include :

Dick Johnson—remember the name ?—328 Goal to Amarillo. Brother Dave (I seem to have heard of him before, too), did a two-place Goal of 215 miles to Sweetwater. Dave reached his goal at 4.50 with plenty of time to spare. Ray Parker, who has been well up with the leaders all the time, made 308 miles in the ' Tiny Mite,' a lovely little ship which seems to me to be a much more practical design than any of the big ships. It's quite easy to build and operate.

Bill Coverdale still holds second place with his goal of 290 miles to. Woodward, Oklahoma. He gained a few points on Ivans, who did 306 miles (no goal) to Midland, landing at the remarkable hour of 7.36.

Rain played an important part in today's efforts. Several pilots were brought down, but Steve Bennis got through to the goldfields despite thunderstorms.

New or recent arrivals at the Meet include Harland Ross, who threatens to build a two-place sailplane which could even beat Dave Johnson.

The three Lacey brothers dropped in from Chicago, and will be staying the whole week. Recent arrival Harry Meline has only had his ' Grunau Baby ' three weeks, and he's already merited his Silver ' C ' in it.

Some items of interest include : Pat Sherman got away to a good start with visions of Gold ' C ' distance. A sudden horrible thought made him look in the back of his ' LK .' Sure enough, no barograph.

Young Doug Bradley, who only needs to make the ' big sit ' for his Silver ' C ', had the bad luck to lose his canopy of the ' 1-19.' This may affect his chances for the week unless a substitute can be made quickly.

Jock Powell made two successful goal-and-return flights, but got no points because he had an engine on his ' Stearman.' Please, you pilots who want Jock to come and tow you back, don't pick little bitty paddocks to land in.

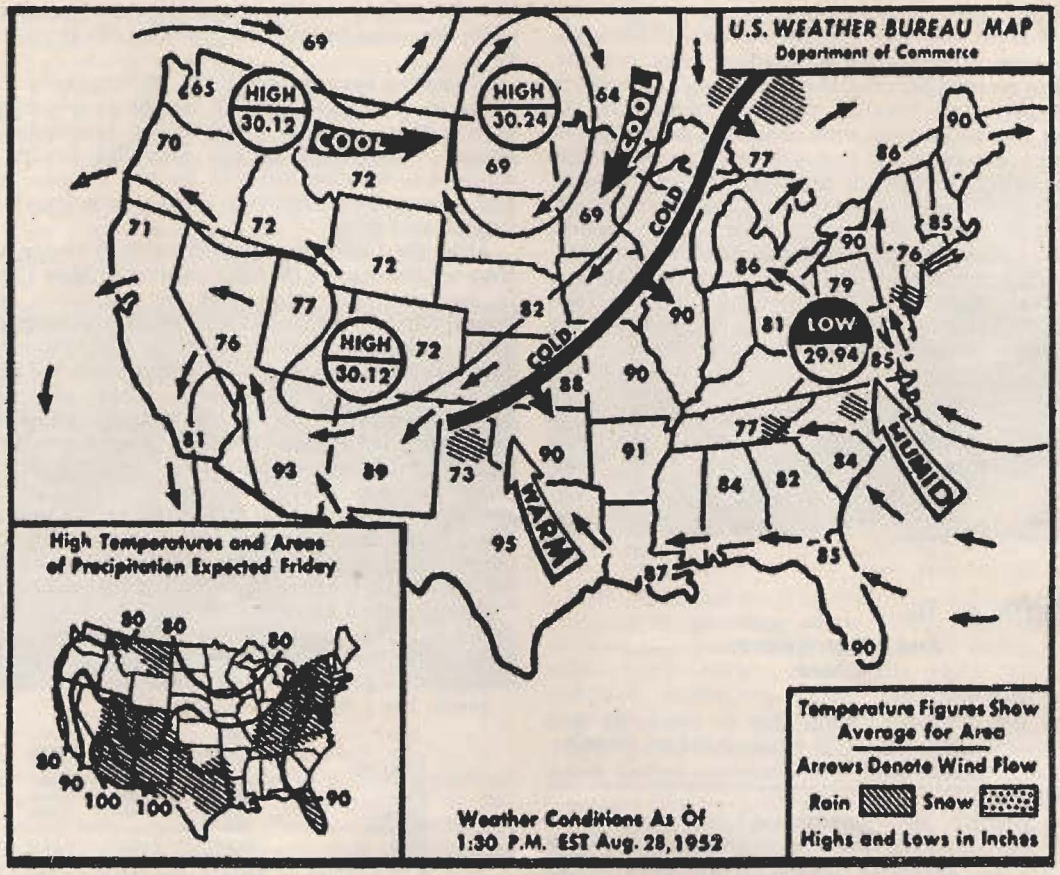
A tow ticket turned in yesterday disclosed that we had a new contestant. Anyway, the name on the ticket was Bill Cloverbloom.

A search of the files shows that we have three young teen-agers competing, if we can believe that Pat Mulloy is 16, as shown. If so, he surely had a troubled childhood.

The Texas Soaring Association has enrolled the youngest gliding instructor on record, Eddie DeLoache 16, has been flying his 8-foot glider for years with his pet hamster piloting in the nose. The same hamster has done parachute jumps with a small chute. The hamster weighs about two ounces and was slung in a sock with holes for the legs and head. It recently peacefully died of old age, at four years.

Last, and very important—there is a baby-sitting service (or is it baby-minder) available here at the airport. Inquire at the office.

| *Pilot* | *Down* | *Points Earned* | *Total Points* |
|---|---|---|---|
| Coverdale | Woodward, Oklahoma G. | 348 | 2,022 |
| Krohne | Memphis, Texas | 247 | 927 |
| Carris | Childress, Texas G. | 269 | 1,479 |
| Nephew | Arlington, Texas | 7 | 309 |
| Ivans | Midland, Texas | 306 | 1,949 |
| Sherman | Henrietta, Texas | 101 | 399 |
| Bradley | Grapevine | 17 | 211 |
| Trager | Clarendon, Texas | 275 | 1,626 |
| Bennis | Wichita Falls, Texas, G. | 124 | 1,037 |
| Johnson, Dick | Amarillo G. | 394 | 2,089 |
| Parker | Claude, Texas | 300 | 1,479 |
| Johnson, Dave | Sweetwater G. | 246 | 1,543 |
| Opitz | St. Francis, Texas | 319 | 1,534 |
| Woodward | Henrietta, Texas | 105 | 577 |
| Bikle | Childress, G. | 260 | 1,356 |




**BULLETIN No. 9.**

**Fred (Tex) Hoinville**
**Permanent Guest Editor**

*August 28th.*

Having insidiously worked myself into this job, I can now stop pretending that I do not want it. Just try to take it away from me !

Even so, there comes a day when a really good editor wonders howinell he is to keep up the standard of his work. Today is one of those days. Since yesterday was a task day the task was selected as a speed dash to Sherman and return, 67 miles each way. Nothing wrong with that, but many of the boys figured that the points to be gained could not be large, so they decided to rest since they were so tired from many contests in a few days. Just to plague your editor further, the weather got up late and retired early, so that quite a lot of starters didn't get away, and some wished they hadn't. Only five made the return trip. Texans suspect that the weather was sabotaged by ' damfurriners ' from other states.

Bill Ivans made the best time at 38.8 m.p.h., happily announcing that the lift was strong and plentiful, so that he didn't work anything under 6 f.p.s.

Ray Parker with 30.7 was next in, reporting thermals scarce and weak and very uncertain.

Paul Bikle with 29.7 found lift so rare that he had to use every bit.

Close questioning and examination of all the available evidence indicates that all three *did* go to Sherman and back, and that it was the same Sherman in each case. It is believed that this proves something, but no one knows what.

Kemp Trager and Steve Bennis also completed the course. Bill Coverdale Cloverbloom didn't quite make it, but he covered 118 miles before deciding that Ivans was only kidding.

The famed Dr. Lippisch, with Mrs. Lippisch and four of their five children, have arrived for a two-day visit. This is your chance to meet one of the immortals of aviation.

We phoned the hospital to ask how Wally Wiberg is progressing. They told us that he is very well, considering how bad he is. Wally, we are all hoping to see you really well again soon.

The first crew casualty has happened. Buford Brannon stepped into a crack in the dry earth (Texas-size) and sprained his ankle, but he hobbles along and doesn't let it bother him.

Ralph Watkins' Flat-top ' LK ' has the flattest flat-top ever flat-topped. How come, Ralph. Is it for Chandelle (the performing dog) to do his tricks on in mid-air ?

About those shirred eggs—nobody could tell me

what they were, so we ordered some to find out. Jock Powell was the chosen victim. Eventually, Jock's eggs arrived. We all studied them intently, and then we decided that the cook wasn't *shit* either. Sorry, pal. In checking the total points in the contest, you may notice some very small discrepancies. These have been noted and will be corrected. They do not affect the present placings, and in any case, each pilot will enter only his seven best days (3 task, 4 open) in the final picture. After today's events, Bill Ivans is leading Bill Coverdale and Dick Johnson, but Dick rested today and so is owed one day over the others. He's flown only two task days to their three. This makes the next three days very open, and anything could happen. Watch it closely.

| *Pilot* | *Down* | *Points Earned* | *Total Points* |
|---|---|---|---|
| Cloverbloom | Grapevine (on return | 118 | 2,140 |
| Nephew | Sherman | 67 | 376 |
| Ivans | G.P. | 242 | 2,191 |
| Sherman | S. of Sherman | 67 | 466 |
| Reed | N. of Dallas | 14 | 908 |
| Trager | G.P. | 220 | 1,846 |
| Bennis | G.P. | 214 | 1,251 |
| Parker | G.P. | 228 | 1,707 |
| Gehrlein, Sr. | Sherman | 67 | 1,027 |
| Bikle | G.P. | 225 | 1,590 |
| Gehrlein, Jr. | S. of Airport | 002 | 101 |

**BULLETIN No. 10.**

**Fred (Tex) Hoinville**
**Editor**

*August 29th.*

Well, fellow Texans, I am glad to announce that our Texas weather returned to normal today (28th). One world record and one National record being chalked up.

Dick Johnson (monotonous, isn't it ?) smashed his own speed record to raise the world figure from 48 to 53.3 m.p.h., giving all rivals a lesson in generalship as well as firing power. Dick started fairly early, did the speed course cautiously at 37.3 m.p.h., to insure a safe score. After landing, he tried again, and this time he went flat out gambling for a big score with little to lose. The gamble paid off, and will most likely insure Dick's winning in the final accounting.

Bill Ivans with 40.8 and Bill Coverdale (O.K., Bill, we'll drop the Cloverbloom joke, now) at 38.34, also did very well.

Betsy Woodward added another National record to her present string with a Women's record of 28.05 m.p.h., which, for the ' BG-7,' was mighty fast going and showed some of the boys the way home, around the 80-mile triangular course.

Late in the afternoon, all the three German designed sailplanes were missing, whereabouts unknown. At first there were rumours of a Navy fighter pilot with amnesia, but these were allayed when the ' Wolf ' and the ' Grunau ' reported. Finally, Rudy Opitz telephoned to explain that he had taken a wrong turn and spent the rest of the day trying to find his way home, but the ' Horten IV ' came to rest many miles away. The ' Wing ' has everybody so fascinated that we all breathe on half power waiting for Rudy to report.

Your Guest Editor, who is also your Guest Instructor, had the unique honour of giving Wilbur Wright some dual in the T.S.A.'s ' TG-2 ' yesterday. Wilbur is now a member of the T.S.A. He said that this glider flight was the most unforgettable experience of his life, since he left ' Kittyhawk.' He is now about 29.

Yesterday evening, Dr. H. H. Milling threw a great barbecue party to entertain all the people from the Meet. Many Texans enjoyed his hospitality and praised the quality of the beautiful tender beef, which was heartily enjoyed by the Foreign Legion also : Australian, Argentine, German, Yankee, Danish, English and Scot.

After the barbecue, all went to the Theatre, where they waited eagerly for the crowning of Miss Thermal. It was noticeable that with the exception of Bill Ivans, the committee played safe in selecting judges. They weren't game to putting an Australian on the judging panel (alas), and Bill managed to behave, so all went according to plan. Some of the girls were seen to be judging the judges. They placed Bill first ; Paul Schweizer, a close second. Why wasn't Coverdale on the panel ? Don't answer.

The judging was followed by a screening of the old film, ' King Kong,' and some subtle comments were heard about likenesses to various well known personalities at the recent South of the Border Party. No comment, I didn't have that much make-up on !

*Today is the Last Day of the Contest. Who will win ? Don't miss this exciting serial. Tune in tomorrow for the last and final results.* (Hey, does that mean that I'm out of a job, just when I was getting to like it ?)

Heck, it's 1.20 a.m. Goodnight all !

| *Pilot* | *Speed* | *Points Earned* | *Total Points* |
|---|---|---|---|
| Coverdale | 38.34 | 142 | 2,276 |
| Krohne | 27.2 | 131 | 1,058 |
| Carris | 28.9 | 132 | 1,618 |
| Ivans | 40.8 | 145 | 2,336 |
| Sherman | 19.6 | 123 | 579 |
| Reed | 21.94 | 125 | 1,033 |
| Trager | 31.2 | 135 | 1,981 |
| R. Johnson | 53.3 | 155 | 2,136 |
| D. Johnson | 29.8 | 133 | 1,676 |
| Lyons | 28.4 | 132 | 559 |
| Opitz | Down | 49 | 1,583 |
| Woodward | 28.05 | 132 | 709 |
| Bikle | 33.6 | 137 | 1,729 |
| Bradley | Down | 8 | 219 |

**BULLETIN No. 11.**

**Fred (Tex) Hoinville**
**Retiring Editor**

*August 30th.*

*Emergency Edition.* If this copy isn't up to standard, blame the x?//&X who took the original after I spent precious hours typing it out last night. We can't find it anywhere. So here goes. I have to do this from memory.

It's all over ! Dick Johnson (ho hum) came in first in the open flying on Friday, with Opitz, Ivans, and Coverdale next. Betsy Woodward made a new National Women's Goal Record, just to keep things normal for this Meet.

*Now for the Final Championship Results* :

Dick Johnson won the Single Place (or Johnson) Championship, with Bill Ivans and Bill Cloverbloom (Coverdale) close behind, followed by Paul Bikle, Ray Parker, Kemp Trager, and Rudy Opitz.

Dave Johnson (of that well-known Johnson family) won the Two-place title, with Ted Nelson and Steve Nephew second and third.

So many new records, Silver, Gold, and Diamond Awards have been won at this amazing Soaring Meet

that a serious problem has arisen as a result.

All official records papers connected with these claims have to be sent to Capt. Fritz Compton of Miami, Florida, for official confirmation, and the postage on the quantity involved would just about bankrupt the Soaring Movement. Thus we are having the papers baled and are sending the bales by sea to Florida.

Our Barograph man, Henry Octavec, tells me that every day pilots bring in barograms for Diamond 'C' distance flights, to show him, then tell him to wipe the traces off, they don't need them since they



*Bill Coverdale*

already have more diamonds than they need.

There are rumours here about a new suggested Uranium 'C' Award, as the Diamond 'C' is too easy for pilots soaring in Texas. Alternatively, Texans have offered to claim only half the distance flown, just to give the others a chance.

Contestants have flown over 26,000 motorless miles in this Meet, all without gasoline. *But,* it surely took a lot of that free gasoline donated by the Magnolia Company to launch them and to tow them back.

It also took a lot of work by our exhausted tow pilots of the C.A.P. Speaking of which, our Chief Tow-Pilot, Jock Powell, just tapped me on the chest, gazed wearily into my sympathetic eyes, and hissed, 'Phooey to towing gliders, and you can quote me.'

And changing the subject, a cute blonde just offered to help type this sheet for your editor (retiring). Your retiring editor had to point out that the accent wouldn't be right if he didn't do it himself. Blondie smartly replied, 'It's an English typewriter isn't it?' Ah, well, I suppose Australian speech sounds like English, except to Englishmen.

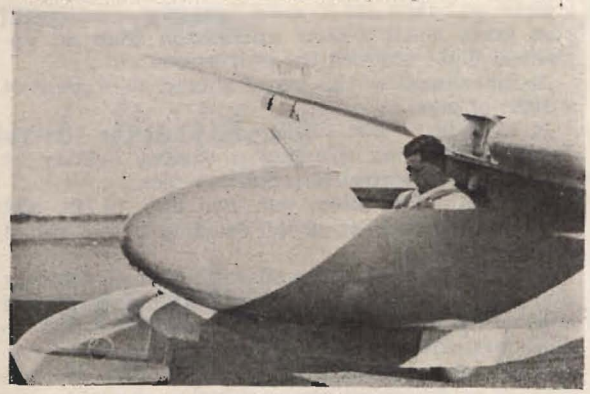
And that reminds me. When do I get my Texas citizenship papers? How can I get back to Australia without a proper passport?

And now that the Meet is over, I want to say on behalf of the Foreign Legion (Yankees excepted, they can speak for themselves because I don't want to get mixed up in your politics) that we have all had a wonderful time in Texas, and we greatly appreciate all the hospitality we have received everywhere in the U.S.A., including Yankee territory. It has been a wonderful privilege to be allowed to help in our small way, at this great and historic meet.

# ACCORDING TO PLAN

by ALLAN ASH.

IF you had a good instructor—as I had—and if you paid attention to what he said, you will remember being told many times that every flight should have



*Allan Ash*

a flight plan, even if it is no more than a simple circuit.

Pre-flight planning often means the difference between success and failure in many flights, and if pilots would review their flight plans afterwards, and note where errors have been made, it would form the basis for some really solid learning.

On the subject of pre-flight planning, Philip Wills

*Continued on next page*

*Continued from previous column*

The organizers and all the many nameless ones who made this Meet possible, deserve the sincere thanks of all who were present and the whole Soaring Movement throughout the World.

So now my job is ended, and I can only add,

Farewell and thanks again,

FRED (TEX) HOINVILLE,

Late Editor, Retired.

We all want to add a great big, Texas-Style THANK YOU to Fred. The daily poop sheets have been the most popular things on the field. Without Fred, it would have been impossible to furnish them. Our sincere appreciation and thanks to Tex Hoinville and also to everyone who has helped us in any way during this Greatest of all Soaring Contests.

THANKS!—The Contest Personnel.

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once wrote : ' even if one is wrong, at least something has been learned, while on the rare occasions when one is right, astounding results are achieved.'

Flight plans, however, should be flexible ; adaptable to any change in conditions ; and should never be beyond the pilot's ability to carry out. To plan a flight and then see it unfold exactly according to plan gives much greater satisfaction than an unplanned flight of twice the proportions.

As an example of this may I submit an account of a flight of mine ?

It took place last Christmas, when the Hinkler Soaring Club was spending a soaring holiday at Narromine, in central New South Wales.

The 29th December was my day to fly the ' Olympia,' and I set about deciding how I would spend it.

The morning was hot and still, with no wind or clouds. The weather map showed a minor cold front moving up from the south-west, and as I had no other met. data, I had to rely on previous experience to guide me. From this I decided that thermal activity would not be very great before about 11 a.m., and would cease about 4 p.m., when the passing front would leave the sky dead and covered with rain.

With only about five hours of soaring, no wind and no clouds, I knew that a long distance flight would be difficult, but cold fronts usually mean height, so what about a shot at a 3,000 metre climb ?

Thus the flight plan resolved itself. Fly south to meet the front, and aim at getting maximum height. Any distance covered would be purely incidental to the main object.

Now, the Allan Ash method of gaining maximum height is to circle in everything that is going up, and keep circling in it until the lift stops. Undoubtedly, there are other methods of achieving the same objective, but, personally, I have never known my method to fail, so it was the method used on this flight.

*Account of the flight* : I was aero-towed off from Narromine aerodrome in our ' Blue Olympia ' at 11.30 a.m., and released four minutes later at 1,100 feet in a 6-8 f.p.s. thermal which took us to 6,000 feet. From this height we set a southerly course and put the speed up to 55 m.p.h.

We were rather alarmed to find that three consecutive ploughed fields over which we flew failed to produce the expected thermal, but we continued on our way until finally, at 1,000 feet we picked out a large field and worked out an approach pattern. During the approach to the selected field we were due to pass over three more ploughed areas, and thought that one of these, surely, would provide some green air.

The first field was crossed at 900 feet, sinking steadily. The second at 800 feet, and still we sank. The third passed under us at 700 feet, and hope was abandoned, when a slight tremble ran through the ' Olympia.' Holding the stick with finger-tips we eased into a circle. We could afford just one before leaving the area.'

If it failed, we were sunk. But it didn't fail, and the red ball came slowly down until, at 600 feet, we were going around smoothly in ' no sink.'

For the next ten minutes we kept going around ; 600 feet on the altimeter and ' no sink ' on the variometer. Slowly the green ball rose, and in another ten minutes we were once more at 1,000 feet. Still another ten minutes saw us at 6,000 feet, heading south at 55 m.p.h. From this point the lift improved and, following our plan of circling in everything, we were soon at 9,000 feet.

Peak Hill, 35 miles out, passed below and we saw ahead of us the first of the line of clouds formed by the front. They were thick and white and the tops went to about 20,000 feet. Selecting a small one which we thought would be kind to a novice, we sailed under it at 8,500 feet and found lift, 10 f.p.s., and turbulent. This took us to 10,000 feet where we seemed to hang, poised in the open jaws of the sky monster, while filmy wisps of murky cloud waved around us like tenticles.

Finding that we could climb no higher under this cloud, we headed for a bigger one where we climbed up into the hollow base to a height of 11,000 feet. This gave us an indicated climb of 10,400 feet—more than enough for Gold ' C ' height. We then decided that the cloud was a little too large and active for us to tackle without previous blind flying experience, so putting the speed up to 80 m.p.h., we left it.

On checking our map and wrist-watch we found that we had covered 40 miles in 3½ hours. (Do we hear a groan from Dick Johnson ?). It was now 3 p.m. We had gained our objective—Gold ' C ' height—and the question was, what to do next ? The horizon ahead of us was blurred with rain and low cloud and for a moment we considered turning around and flying back to Narromine, but decided instead to press on and find out how far we could get along the edge of the front before we were brought down. The knowledge might come in handy sometime.

Having decided to go on we realised that it was time to change our tactics. Circling in every bit of lift is alright if you want to gain height, but for distance flying the system is useless. Consequently our cruising speed between thermals was bumped up to 65 m.p.h., and only lift better than 10 f.p.s., was used. As soon as it dropped below this figure we left it and pushed on.

In this way we covered the remaining 23 miles to Parkes in 30 minutes, arriving there at 6,000 feet. The whole sky to the west was grey and dead with curtains of rain falling from it. Twenty miles ahead we saw the town of Forbes and decided to make a straight glide towards it.

Once again we changed tactics and flew at 48 m.p.h. in order to get the best gliding angle. One weak thermal and several areas of ' no sink ' got us to Forbes with 4,000 feet still in hand, but with a leaden sky above us.

Almost ten miles away lay a patch of watery sunshine, and we headed for it, sinking steadily. A little way ahead was a small village, which we identified from the map as Wowingaragong. We decided that, at all costs, we must avoid landing there, as we could not possibly pronounce the name.

At 2,000 feet we entered the sunshine and were rewarded with 1 to 2 f.p.s. lift which took us to 3,000 feet. Shortly before reaching the top of the

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lift we received a nasty scare. While circling in bovine content in the smooth thermal and admiring the beauties of the rural countryside there came a shattering rattle from the nose section. With cold fear in our heart we waited for the aircraft to disintegrate around us, but all that happened was that a few raindrops splashed on the canopy. Having flown for so long in perfect silence it had come as a surprise to hear the raindrops echoing on the hollow nose.

It now looked as though the flight was over. Ahead lay a low range of hills, completely covered with mist and rain.

We could have flown up to the edge of it and made a landing in the rain in rough country, but below us was a large smooth field with a farmhouse to which ran telephone wires, so at 3,000 feet we pulled out the dive brakes, swept down over the house and landed, at 4.30 p.m.

*Conclusions.* This flight gave me the opportunity of practicing three different techniques of flying. In the early part of the flight we concentrated on height, thus our speed suffered and we averaged only about 11½ m.p.h., but gained lots of height. Technique was then changed to speed flying and we covered the next section of the flight at an average of 46 m.p.h., although we sacrificed a lot of height to this end.

Finally, we changed our tactics to that of flying maximum distance from a given height, and our speed averaged 27 m.p.h. The average speed over the last fifty miles works out at 37 m.p.h., and over the whole flight the average was 18 m.p.h.

The most satisfactory feature of this flight was the fact that I achieved what I had set out to do. How many people fail to gain this satisfaction because they invariably set themselves tasks which are beyond the capabilities of themselves, their sailplane or the weather conditions?

The distance we covered was somewhere about 90 miles, and the gain in height (official) was 10,150 feet.

Thanks, Wheaty.

## ROYAL AERO CLUB CERTIFICATES

**(Issued under delegation by the B.G.A.)** **AUGUST, 1952**

**CERTIFICATES** 'A' .. 216 (15158-15373)
'B' .. 217
'C' .. 57
Silver 'C' 7
Gold 'C' 2

### 'B' CERTIFICATES

| *No.* | *Name.* | *A.T.C. School or Gliding Club.* | *Date taken.* |
|---|---|---|---|
| 494 | G. P. Watson | London G.C. | 3. 8.52 |
| 7673 | E. R. May | R.N.G.S.A. | 25. 7.52 |
| 8583 | H. H. Richter | Bristol G.C. | 18. 7.52 |
| 11085 | J. M. Miller | No. 106 G.S. | 24. 8.52 |
| 12261 | B. Mills | No. 105 G.S. | 13. 8.52 |
| 12374 | L. R. Morgan | No. 68 G.S. | 17. 8.52 |
| 12391 | M. S. Smith | No. 89 G.S. | 18. 5.52 |

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## ANNOUNCEMENT

*The Sailplane and Glider, 21 years ago.*

We regret that the initials A.E.S. were not shown at the bottom of the reprinted article in the August issue 'Parachute Descents from Sailplanes.' The original reportage on Rudi Pätz's article in *Flugsport* was of course written by Dr. A. E. Slater.

## 'B' CERTIFICATES—*cont.*

| *No.* | *Name.* | *A.T.C. School or Gliding Club.* | *Date taken* |
|---|---|---|---|
| 12945 | R. Bell | No. 2 G.S. | 1. 8.52 |
| 13075 | B. F. Tacchi | No. 87 G.S. | 20. 7.52 |
| 13112 | D. L. Marshall | No. 82 G.S. | 20. 7.52 |
| 13130 | K. Yelland | No. 82 G.S. | 27. 7.52 |
| 13341 | M. T. Bacon | No. 122 G.S. | 13. 8.52 |
| 13518 | J. Henry | Bristol G.C. | 13. 8.52 |
| 13540 | Mary Monica Doherty | Scottish G.U. | 14. 8.52 |
| 13557 | J. A. Wylie | Scottish G.U. | 22. 7.52 |
| 13746 | J. Chorley | No. 146 G.S. | 19. 6.52 |
| 13792 | R. J. A. Warren | No. 126 G.S. | 27. 7.52 |
| 13867 | P. Thatcher | No. 126 G.S. | 24. 8.52 |
| 13912 | J. R. Bowers | No. 126 G.S. | 20. 7.52 |
| 14061 | G. H. Glanville | No. 89 G.S. | 4. 8.52 |
| 14174 | M. H. J. Barnard | Cambridge U.G.C. | 23. 8.52 |
| 14311 | J. Morris | No. 2 G.S. | 18. 7.52 |
| 14374 | I. Jellie | No. 143 G.S. | 3. 7.52 |
| 14469 | J. W. Taylor | No. 102 G.S. | 15. 8.52 |
| 14519 | D. M. Clewer | R.A.F., Halton | 20. 7.52 |
| 14567 | R. C. Pitchell | No. 102 G.S. | 12. 8.52 |
| 14835 | J. M. Lipscombe | No. 161 G.S. | 24. 8.52 |
| 14900 | J. D. McConnachie | R.A.F., Halton | 22. 7.52 |
| 14957 | L. J. Rottier | No. 126 G.S. | 20. 7.52 |
| 15117 | J. A. Arscott | No. 84 G.S. | 17. 8.52 |
| 15120 | D. W. J. Price | No. 84 G.S. | 17. 8.52 |
| 15159 | F. G. Christie | No. 2 G.S. | 2. 3.52 |
| 15160 | R. Knight | No. 166 G.S. | 20. 7.52 |
| 15161 | S. R. Sutherland | No. 2 G.S. | 23. 7.52 |
| 15162 | M. J. Hunt | Gannet R.N.G.S.A. | 4. 9.51 |
| 15164 | P. J. Hunter | No. 2 G.S. | 25. 7.52 |
| 15165 | R. K. Prest | No. 23 G.S. | 20. 7.52 |
| 15166 | I. Webb | H.C.G.I.S. | 9. 7.52 |
| 15167 | B. A. Andrews | No. 48 G.S. | 1. 8.52 |
| 15168 | P. S. Bowis | No. 161 G.S. | 19. 7.52 |
| 15169 | N. E. L. Miles | No. 130 G.S. | 24. 5.52 |
| 15170 | J. R. Walker | No. 48 G.S. | 1. 8.52 |
| 15171 | J. B. Wells | Bristol Club | 1. 8.52 |
| 15174 | F. Gudenkauf | R.A.F., Wahn | 27. 4.52 |
| 15175 | B. W. Hailstone | Midland G.C. | 25. 7.52 |
| 15176 | G. A. Cormack | No. 2 G.S. | 1. 8.52 |
| 15177 | A. Fry | No. 123 G.S. | 28. 5.52 |
| 15178 | R. J. Jones | No. 166 G.S. | 13. 5.52 |
| 15179 | G. C. Power | No. 48 G.S. | 1. 8.52 |
| 15180 | D. C. Read | No. 168 G.S. | 31. 7.52 |
| 15181 | C. P. M. Sebborn | No. 104 G.S. | 6. 7.52 |
| 15182 | P. A. Tombs | No. 168 G.S. | 4. 8.52 |
| 15183 | L. W. Webb | Bristol G.C. | 30. 7.52 |
| 15184 | L. A. Merritt | No. 166 G.S. | 28. 6.52 |
| 15185 | P. M. F. Dickenson | No. 168 G.S. | 31. 7.52 |
| 15186 | K. Henderson | No. 168 G.S. | 31. 7.52 |
| 15189 | A. C. Martin | Bristol G.C. | 20. 7.52 |
| 15190 | F. Fairchild | R.A.F.G.S.A. | 28. 6.52 |
| 15191 | I. E. Law | No. 45 G.S. | 15. 7.52 |
| 15192 | E. H. Miller | No. 45 G.S. | 24. 4.52 |
| 15193 | Y. S. Baker | Coll. of Aeronautics | 1. 7.52 |
| 15194 | A. S. Clark | R.A.F.G.S.A., Scampton | 3. 8.52 |
| 15195 | J. P. N. Fox | Midland G.C. | 25. 7.52 |
| 15196 | M. A. Cartwright | No. 166 G.S. | 20. 4.52 |
| 15197 | R. Feakes | No. 168 G.S. | 8. 6.52 |
| 15198 | B. Rawlinson | No. 2 G.S. | 31. 7.52 |
| 15199 | A. E. Henderson | No. 2 G.S. | 1. 8.52 |
| 15200 | J. D. Nixon | R.A.F., Halton | 17. 7.52 |
| 15201 | D. J. Barber | No. 14 G.S. | 7. 8.52 |
| 15202 | E. Fox | No. 2 G.S. | 3. 8.52 |
| 15203 | W. H. Francis | H.C.G.I.S. | 8. 8.52 |
| 15204 | R. M. Greig | No. 2 G.S. | 24. 7.52 |
| 15205 | J. W. Hazel | No. 168 G.S. | 31. 7.52 |
| 15206 | A. J. A. Hyatt | R.A.F., Wahn | 5. 7.52 |
| 15207 | T. M. Moloney | H.C.G.I.S. | 7. 8.52 |
| 15208 | K. J. Payne | No. 123 G.S. | 27. 7.52 |
| 15209 | A. Rennie | No. 2 G.S. | 25. 7.52 |
| 15210 | K. E. Richardson | No. 105 G.S. | 20. 7.52 |
| 15213 | R. P. H. Utley | H.C.G.I.S. | 8. 8.52 |
| 15215 | Margaret M. Moore | Surrey G.C. | 16. 9.51 |
| 15216 | C. C. Joyce | No. 89 G.S. | 12. 7.52 |
| 15217 | B. D. G. Johnson | No. 104 G.S. | 7. 8.52 |
| 15218 | A. L. Phillips | No. 104 G.S. | 6. 8.52 |
| 15219 | J. C. A. Plaskett | No. 104 G.S. | 6. 8.52 |
| 15220 | E. E. Rump | No. 104 G.S. | 7. 8.52 |
| 15221 | P. R. Smith | No. 104 G.S. | 7. 8.52 |
| 15222 | J. F. Spencer-Jones | No. 104 G.S. | 4. 8.52 |
| 15223 | A. J. Phillips | London G.C. | 7. 8.52 |
| 15225 | D. G. Amis | No. 104 G.S. | 8. 8.52 |
| 15226 | R. G. Harrison | No. 104 G.S. | 7. 8.52 |
| 15227 | S. T. Little | R.A.F., Wahn | 7. 6.52 |
| 15229 | A. H. Tomlin | H.C.G.I.S. | 7. 8.52 |
| 15230 | E. G. Kemp | No. 104 G.S. | 6. 8.52 |
| 15231 | D. Potter | No. 45 G.S. | 8. 8.52 |
| 15233 | G. W. Tullett | No. 82 G.S. | 27. 7.52 |
| 15234 | P. J. D. Walton-Smith | No. 183 G.S. | 25. 5.52 |
| 15235 | N. Gaunt | Midland G.C. | 4. 8.52 |
| 15236 | C. Hancock | No. 45 G.S. | 8. 8.52 |
| 15237 | B. M. F. Youd | No. 104 G.S. | 6. 8.52 |
| 15238 | J. P. Davies | No. 45 G.S. | 15. 7.52 |
| 15239 | A. J. Rose | No. 143 G.S. | 4. 8.52 |
| 15240 | M. T. N. Liddiard | No. 125 G.S. | 17. 8.52 |
| 15241 | R. S. P. McLean | No. 2 G.S. | 4. 7.52 |

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| *No.* | *Name.* | *A.T.C. School or Gliding Club.* | *Date taken* |
|---|---|---|---|
| 15242 | J. K. Dale | H.C.G.I.S. | 15. 8.52 |
| 15243 | J. R. B. Hibbert | H.C.G.I.S. | 14. 8.52 |
| 15244 | H. Lake | No. 130 G.S. | 17. 5.52 |
| 15245 | P. C. Riley | No. 45 G.S. | 8. 8.52 |
| 15246 | B. Severn | R.A.F., Wahn | 2.12.51 |
| 15250 | R. F. V. Green | No. 104 G.S. | 13. 8.52 |
| 15253 | A. Salter | No. 168 G.S. | 2. 8.52 |
| 15255 | V. W. Boulton | No. 105 G.S. | 15. 8.52 |
| 15256 | B. Collins | No. 165 G.S. | 14. 8.52 |
| 15257 | T. M. Collins | No. 143 G.S. | 17. 8.52 |
| 15258 | R. T. Couston | No. 123 G.S. | 16. 8.52 |
| 15259 | A. W. Davies | No. 104 G.S. | 15. 8.52 |
| 15260 | N. M. Fenn | No. 123 G.S. | 17. 8.52 |
| 15261 | W. Ferdinand | No. 43 G.S. | 16. 8.52 |
| 15262 | D. B. Foster | No. 150 G.S. | 17. 8.52 |
| 15263 | E. S. Hay | H.C.G.I.S. | 12. 8.52 |
| 15264 | J. G. Hicks | No. 105 G.S. | 14. 8.52 |
| 15265 | G. D. Kendall | No. 123 G.S. | 17. 8.52 |
| 15266 | E. R. Lane | No. 123 G.S. | 17. 8.52 |
| 15267 | M. J. Lummis | No. 15 G.S. | 17. 8.52 |
| 15268 | A. Ogilvy | H.C.G.I.S. | 14. 8.52 |
| 15269 | D. W. Parfrey | No. 105 G.S. | 14. 8.52 |
| 15270 | J. E. Adams | No. 146 G.S. | 17. 8.52 |
| 15271 | P. R. W. Tidmarsh | H.C.G.I.S. | 14. 8.52 |
| 15272 | J. L. Pullar | No. 68 G.S. | 16. 8.52 |
| 15275 | R. M. Lucas | Cambridge U.G.C. | 26. 4.52 |
| 15277 | W. B. Harrison | No. 68 G.S. | 16. 8.52 |
| 15278 | T. J. Bradley | No. 68 G.S. | 16. 8.52 |
| 15279 | I. J. Cockram | No. 68 G.S. | 16. 8.52 |
| 15280 | H. Gorrie | No. 2 G.S. | 7.11.52 |
| 15281 | P. L. Lindridge | R.N.G.S.A. | 26. 7.52 |
| 15282 | R. C. Cuddeford | No. 123 G.S. | 17. 8.52 |
| 15283 | J. M. Sith | No. 2 G.S. | 1. 8.52 |
| 15284 | B. Aldridge | No. 105 G.S. | 15. 8.52 |
| 15285 | D. Britton | No. 123 G.S. | 17. 8.52 |
| 15286 | D. W. Drapper | No. 89 G.S. | 4. 8.52 |
| 15287 | J. M. Gleadle | No. 166 G.S. | 18. 8.52 |
| 15288 | J. Ivelaw-Chapman | No. 123 G.S. | 14. 8.52 |
| 15289 | D. L. Jones | No. 43 G.S. | 17. 8.52 |
| 15290 | D. A. K. Naylor | Scottish G.U. | 16. 8.52 |
| 15292 | R. W. Brooks | No. 68 G.S. | 17. 8.52 |
| 15293 | C. E. Whitelam | No. 105 G.S. | 17. 8.52 |
| 15295 | M. J. Fox | H.C.G.I.S. | 13. 8.52 |
| 15296 | J. Griffiths | H.C.G.I.S. | 15. 8.52 |
| 15297 | D. E. Ibison | No. 105 G.S. | 13. 4.52 |
| 15298 | N. J. Lewis | No. 102 G.S. | 15. 8.52 |
| 15299 | J. E. Oldin | No. 43 G.S. | 16. 8.52 |
| 15300 | R. A. Bailey | No. 45 G.S. | 17. 8.52 |
| 15301 | C. W. Trubshaw | No. 104 G.S. | 15. 8.52 |
| 15302 | H. J. Wilson-Price | No. 123 G.S. | 17. 8.52 |
| 15303 | C. Donne | No. 166 G.S. | 13. 8.52 |
| 15304 | R. W. T. Preater | No. 166 G.S. | 18. 8.52 |
| 15305 | R. J. Blackburn | Gannet G.C. | 16. 8.52 |
| 15306 | R. Bowman | No. 2 G.S. | 17. 7.52 |
| 15307 | A. V. Garibaldi | No. 168 G.S. | 2. 8.52 |
| 15308 | T. W. Gell | No. 23 G.S. | 17. 8.52 |
| 15309 | V. G. Gould | Derby & Lancs. | 25. 7.52 |
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| 15315 | S. T. Webber | No. 83 G.S. | 17. 8.52 |
| 15316 | J. C. Best | Midland G.C. | 25. 7.52 |
| 15317 | G. R. Christophersen | Midland G.C. | 4. 8.52 |
| 15318 | D. S. Elswood Row | Heron R.N.G.S.A. | 12. 7.52 |
| 15319 | K. J. Mellor | Bristol G.C. | 11. 6.52 |
| 15320 | Elizabeth Scott | Scharfoldendorf | 14. 4.52 |
| 15321 | A. J. P. Mercer | H.C.G.I.S. | 22. 8.52 |
| 15322 | C. A. Warwick | No. 122 G.S. | 21. 8.52 |
| 15323 | B. J. Coxe | No. 168 G.S. | 3. 8.52 |
| 15324 | B. L. Davies | R.E.G.C. | 10. 7.52 |
| 15325 | W. A. Dolling | No. 123 G.S. | 17. 8.52 |
| 15326 | E. Dufall | Gannet G.C. | 27. 7.52 |
| 15327 | I. D. J. Harris | No. 105 G.S. | 15. 8.52 |
| 15328 | M. J. Maltby | No. 102 G.S. | 15. 8.52 |
| 15329 | N. M. Maynard | Bristol G.C. | 1. 8.52 |
| 15330 | R. W. Moore | No. 166 G.S. | 21. 8.52 |
| 15331 | C. Norton | No. 105 G.S. | 17. 8.52 |
| 15332 | B. L. Rock | No. 45 G.S. | 20. 7.52 |
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| 15338 | M. M. Hercik | London G.C. | 4. 8.52 |
| 15340 | A. C. L. Wass | R.N.G.S.A., Dartmouth | 20. 8.52 |
| 15341 | A. J. Heard | No. 122 G.S. | 23. 8.52 |
| 15342 | K. J. Govey | No. 146 G.S. | 24. 8.52 |
| 15343 | R. J. Hughes | Bristol G.C. | 22. 8.52 |
| 15344 | M. Lacey | No. 126 G.S. | 3. 8.52 |
| 15345 | T. M. McCabe | No. 166 G.S. | 21. 8.52 |
| 15346 | W. R. Clark | Deeside G.C. | 17. 8.52 |
| 15347 | M. Dilly | H.C.G.I.S. | 22. 8.52 |
| 15348 | F. G. Hainstock | No. 122 G.S. | 22. 8.52 |
| 15349 | L. K. Lumsdeon-Taylor | No. 31 G.S. | 24. 8.52 |
| 15350 | J. Moxon | Hameln G.C. | 28. 7.52 |

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### 'B' CERTIFICATES—*contd.*

| *No.* | *Name.* | *A.T.C. School or Gliding Club.* | *Date taken.* |
|---|---|---|---|
| 15351 | K. F. Trott | No. 125 G.S. | 24. 8.52 |
| 15352 | T. T. Turner | No. 126 G.S. | 24. 8.52 |
| 15353 | A. V. Walker | No. 125 G.S. | 24. 8.52 |
| 15354 | P. A. Wheeler | No. 166 G.S. | 17. 8.52 |
| 15355 | R. A. Guest | Bristol G.C. | 21. 8.52 |
| 15357 | A. Morris | Midland G.C. | 16. 8.52 |
| 15358 | R. M. Oldershaw | Bristol G.C. | 22. 8.52 |
| 15359 | C. A. C. Cornwall | No. 68 G.S. | 16. 8.52 |
| 15361 | E. C. Evans | No. 68 G.S. | 16. 8.52 |
| 15362 | A. R. Pollock | No. 166 G.S. | 17. 8.52 |
| 15363 | F. L. Allchin | No. 43 G.S. | 16. 8.52 |
| 15364 | D. J. Holden | No. 122 G.S. | 21. 8.52 |
| 15365 | D. B. Downey | H.C.G.I.S. | 22. 8.52 |
| 15366 | A. J. Amos | No. 2 G.S. | 31. 7.52 |
| 15367 | B. S. Boswell | No. 168 G.S. | 13. 4.52 |
| 15368 | J. L. Purdie | No. 2 G.S. | 20. 7.52 |
| 15371 | J. Gibbs | No. 92 G.S. | 24. 8.52 |
| 15372 | R. S. Hoverd | No. 89 G.S. | 5. 8.52 |
| 15373 | J. T. Pawsey | No. 102 G.S.1. | 15. 8.52 |

### 'C' CERTIFICATES

| *No.* | *Name.* | *A.T.C. School or Gliding Club.* | *Date taken.* |
|---|---|---|---|
| 2215 | E. G. Griffiths | No. 166 G.S. | 3. 8.52 |
| 2345 | G. B. Podger | R.A.F.G.S.A., Scampton | 24. 7.52 |
| 3181 | W. J. Worthington | No. 168 G.S. | 30. 7.52 |
| 4436 | L. B. B. Johnston | Surrey G.C. | 20. 7.52 |
| 5514 | W. H. Huxtable | No. 82 G.S. | 17. 8.52 |
| 7122 | B. R. Webber | No. 84 G.S. | 4. 8.52 |
| 7251 | R. F. Back | Surrey G.C. | 23. 6.52 |
| 7820 | I. Peters | Derby & Lancs. | 1. 8.52 |
| 7990 | B. W. Marshall | No. 84 G.S. | 3. 8.52 |
| 8149 | J. Burtenshaw | R.N.G.S.A. | 30. 7.52 |
| 8469 | J. Ash | No. 45 G.S. | 5. 8.52 |
| 9228 | D. H. Campbell | R.A.F., Wahn | 14. 4.52 |
| 9631 | D. Anderson | No. 7 G.S. | 28. 7.52 |
| 11298 | J. H. Morton | H.C.G.I.S. | 22. 7.52 |
| 11369 | P. M. Warren | No. 104 G.S. | 20. 7.52 |
| 11798 | P. G. Hutton | No. 64 G.S. | 14. 8.52 |
| 11990 | J. Denny | No. 188 G.S. | 22. 8.52 |
| 12314 | Anne Pickering | Midland G.C. | 30. 7.52 |
| 12423 | J. L. R. Nichols | No. 188 G.S. | 22. 8.52 |
| 12434 | D. J. Wakely | Midland G.C. | 9. 8.52 |
| 12512 | S. Whyte | Scottish G.U. | 27. 7.52 |
| 12716 | B. Masters | No. 84 G.S. | 3. 8.52 |
| 13057 | R. Gray | No. 23 G.S. | 24. 8.52 |
| 13298 | J. A. Beadon | Coll. of Aeronautics | 10. 7.52 |
| 13463 | D. Cunningham | No. 2 G.S. | 25. 7.52 |
| 13532 | V. Ll. Warrington | No. 80 G.S. | 1. 8.52 |
| 13628 | J. F. Jeffreys | Surrey G.C. | 12. 7.52 |
| 13647 | G. Murtha | No. 64 G.S. | 23. 8.52 |
| 13824 | W. T. Erwin | Shorts G.C. | 25. 5.52 |
| 13961 | G. J. Parkman | No. 80 G.S. | 29. 7.52 |
| 14045 | D. N. Crapper | No. 64 G.S. | 23. 8.52 |
| 14449 | R. G. Knight | Scharfoldendorf G.C. | 31. 5.52 |
| 14472 | D. N. Simmons | No 64 G.S., Group N. | 23. 8.52 |
| 14473 | G. R. Fortune | No. 64 G.S., Group N. | 21. 8.52 |
| 14525 | M. W. Fitzgerald | No. 80 G.S. | 2. 8.52 |
| 14529 | T. G. Doe | Coll. of Aeronautics | 10. 7.52 |
| 14551 | R. Routledge | Derby & Lancs G.C. | 23. 8.52 |
| 14604 | A. Potter | Derby & Lancs G.C. | 21. 8.52 |
| 14762 | J. M. Hey | No. 168 G.S. | 31. 7.52 |
| 15174 | F. Gudenkauf | R.A.F., Wahn | 27. 4.52 |
| 15175 | B. W. Hailstone | R.N.G.S.A. | 30. 7.52 |
| 15193 | Y. S. Baker | Coll. of Aeronautics | 11. 7.52 |
| 15194 | A. S. Clarke | R.A.F.G.S.A., Scampton | 9. 8.52 |
| 15195 | J. P. N. Fox | R.N.G.S.A. | 28. 7.52 |
| 15197 | R. Feakes | No. 168 G.S. | 31. 7.52 |
| 15215 | Margaret Moore | Surrey G.C. | 25. 7. 52 |
| 15234 | P. J. D. Walton-Smith | H.C.G.I.S. | 22. 7.52 |
| 15235 | N. Gaunt | Midland G.C. | 4. 8.52 |
| 15253 | A. Salter | No. 168 G.S. | 3. 8.52 |
| 15280 | H. Gorrie | No. 2 G.S. | 25. 5.52 |
| 15297 | D. E. Ibison | No. 105 G.S. | 1. 7.52 |
| 15309 | V. G. Gould | Derby & Lancs. | 29. 7.52 |
| 15316 | J. C. Best | R.N.G.S.A. | 28. 7.52 |
| 15317 | G. R. Christophersen | Midland G.C. | 9. 8.52 |
| 15318 | D. S. Elswood Row | Heron R.N.G.S.A. | 24. 7.52 |
| 15319 | K. J. Mellor | Bristol G.C. | 12. 6.52 |
| 15320 | Elizabeth Scott | Scharfoldendorf | 8. 8.52 |

### SILVER 'C'

| *No.* | *Name.* | *A.T.C. School or Gliding Club.* | *Date taken.* |
|---|---|---|---|
| 391 | J. H. C. Bennett | Army G.C. | 26. 7.52 |
| 392 | W. A. S. Murray | Derby & Lancs. | 3. 8.52 |
| 393 | C. M. Drew | Cambridge U.G.C. | 3. 8.52 |
| 394 | B. R. Alexander | Cambridge U.G.C. | 5. 8.52 |
| 395 | V. H. Jones | Fassberg G.C. | 28. 7.52 |
| 396 | Pat Foster | London G.C. | 18. 8.52 |
| 397 | L. N. S. Leith | Cambridge U.G.C. | 22. 8.52 |

### GOLD 'C'

| *No.* | *Name.* | *A.T.C. School or Gliding Club.* | *Date taken.* |
|---|---|---|---|
| 10 | W. A. H. Kahn | Surrey G.C. | 25. 7.52 |
| 11 | D. B. James | London G.C. | 25. 7.52 |


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