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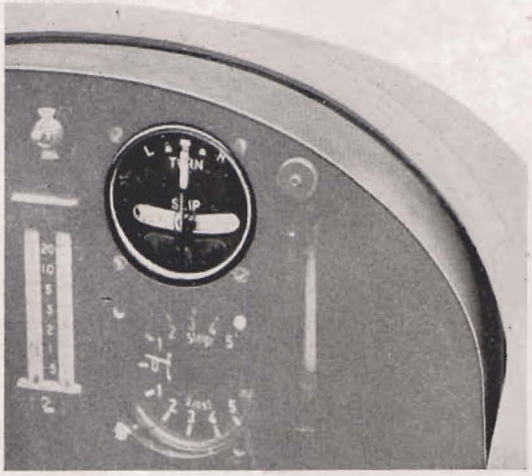
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AUGUST 1953

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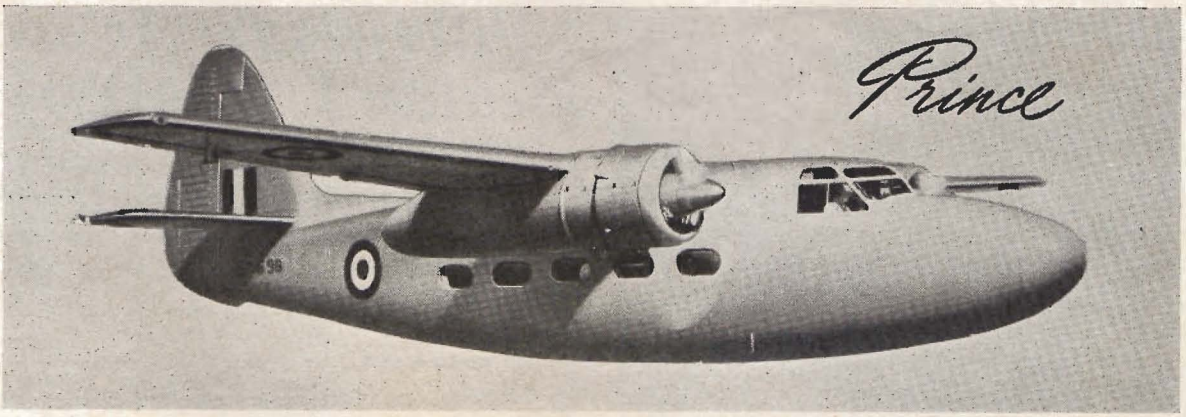
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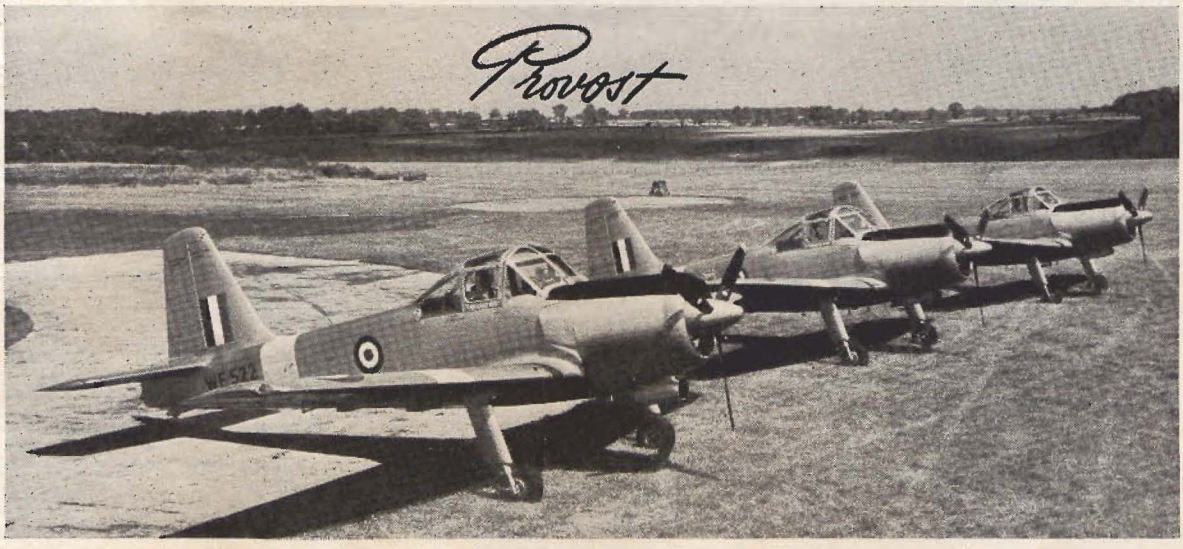
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AUGUST 1953 ★ Vol XXI No 8

Editor :
VERONICA PLATT

Asst. Editor :
RONALD BISHOP

Editorial
and
Advertisement Offices :
8, Lower Belgrave Street
London, SW1
PHONE: SLO 7287

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Cover Photo :
'Slingsby T 31' Two-seater Trainer flying at Ardmore Aerodrome. Auckland Gliding Club, Inc., New Zealand.

Editorial

CONVERSATION a few days ago turned on to Latin tags and somebody suggested that the best motto for a gliding club would be *Carpe diem*—It covers everything—'seize the day,' 'make hay while the sun shines,' 'never miss an opportunity'—in other words, 'get cracking.'

Time and time again we have seen people holding back, waiting for the better opportunity that may never come. There was a good example just recently when a number of possible cross-country flights were lost because the start was made too late. We do not yet know enough about the weather always to be sure that conditions are bad ; and how often has a day looked perfect in every way for soaring yet proved oddly impossible ? It is always worth risking the price of a launch even if the pilot before you could find nothing. Every launch is good practice if only in spot landing, and the ability to put down a sailplane within a few yards of a chosen patch may mean all the difference between a happy landing and a damaged wing. The best thing a soaring pilot can say is that he never missed a chance to fly. The experience will be worth it every time. Even if he goes straight up and comes straight down again the value of the flight in possible observations is certainly worth three visits to the cinema, which is about what it costs. Only the experts can afford to sit back and wait, and even they sometimes lose a chance.

This month we give the first part of a report on the National Gliding Contests held this year at the Derby & Lancs. Gliding Club.

Our publication date unfortunately comes too soon for a full report though we hope to be able to include a large number of pictures to whet your appetite.

This year's Contest is a dress rehearsal for the International next year and we hope by then to have been able to iron out all problems of transport, accommodation and so forth that may crop up. Camphill is a very attractive hill site, but undoubtedly primitive. There can be no comparison whatever with the luxury of the Royal Aero Club of Spain, and competitors should expect and prepare for a simple gliding club very like their own at home. It is also very bleak even in the summer, and a good supply of coats, blankets, mackintoshes and scarves is essential to the enjoyment of spectators as much as of crews. But the view is delightful and the Club a very friendly one. So come along and see it even if you cannot compete. Now is the time to begin saving up for your fare !

First News of the National Contests

(A full report will follow in our next issue.)

THIS year we view the National Contests with a new eye, for on this very same field next year the International Championship will be fought out. How will it compare with Samedan, Orebro, and Cuatro Vientos, the sites for the previous three competitions ?

The situation is admirable—right in the centre of England lies a district of almost melodramatic beauty for those of us accustomed to the smoother South. Miles of bare hills fall sharply away over limestone cliffs to a chequered landscape of tiny fields divided by low black stone walls and a network of narrow lanes. The approach to the Club is up a steep hill with a nasty hairpin bend halfway—quite a hazard for the retrieving crews and not very nice for the spectators, either. It is so narrow that two cars can only pass at the expense of their paintwork, and I think something will have to be done about making it a one-way approach next year. Against a stream of visitors leaving the Club on Sunday evening it took me three-quarters of an hour to go a couple of hundred yards, and half-an-hour to get down again with the stream. Had there been a trailer on the bend I think we should have been jammed there till midnight. . . . But doubtless that will smooth itself out and something will be arranged.

While I remember it, there is one other thing about which I should like to warn foreign visitors, and that is the cold. The wind blows fiercely over these exposed moors and though the sun shines and we have what we English call a summer, a duffle coat and probably a scarf as well is very necessary to one's comfort. Remembering the glorious heat of Madrid last year, it is hard to believe one is on the same planet !

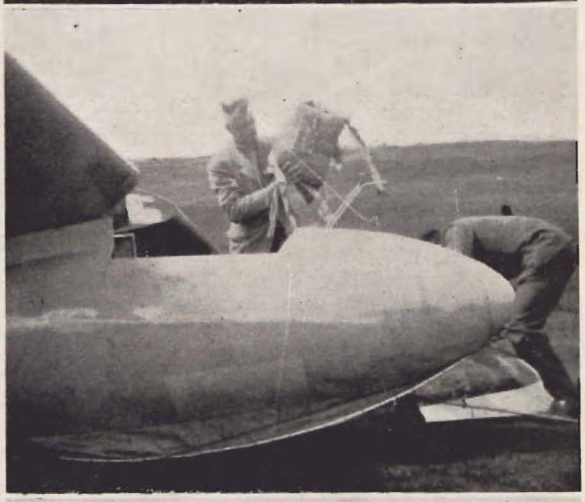
To our muttons :

The Meeting started officially at 9.45 a.m. Sunday morning in the Briefing Room with a short speech from Basil Meade, welcoming competitors in the name of the Club. Mr. John Profumo, Permanent Secretary to the Ministry of Civil Aviation then declared the Meeting open in a very charming and graceful speech, finishing by wishing success to the new British machine, the ' Skylark,' to her builder, and to all the competitors. This was followed by the man from the meteorological department. (There is one official section complete with all the most complicated charts, and another experimental section run by Dr. Scorer—pilots are at liberty to consult either or both whenever they wish.*)

The Met. promised us a very nice day. There was a cool airstream from the south-west with the wind at 220°, blowing 30 knots at 5,000 feet in the direction of Newcastle. There were cumulus clouds with their base at about 2,000 feet above the airfield and with tops rising from 8,000 to 11,000 feet. The better

*An ingenious machine made by Muirhead Ltd., produces weather maps transmitted by radio from New York, from U.S. Army bases in Germany, and from Britain.







Top : Stephenson and the ' Elizabeth.'
Centre : D. A. Smith puts on his parachute.
Bottom : Riddell, Cambridge Club, relaxes on wing tip.

conditions would be found close to the Pennine Chain, lessening towards the East.

The test for the day was announced as a goal flight, the Daily Prize to be awarded to the pilot who gained the largest number of marks on the day's flight. (The Daily Prize for the unofficial flying on the day before, a day which started very well but deteriorated later to heavy rain, was won by J. C. Allan, No. 34, for a flight of 1 hour 29 minutes' duration.)

The starting order was announced with No. 33 first and the rest in rotation, jumping four places forward each day. Pilots were warned that unless they were all ready in their places they would have to miss their turn, and would then go down to the bottom of the list only if their Team Captain caused their name to be entered on the board as ready.

Four machines had dropped out and one had passed into the individual class owing to the scratching of two of the pilots.

Ever-Ready, in the person of Mr. A. E. Firmin, an old gliding hand, was on the spot and in the course of the day presented a very large number of batteries. Radio and turn-and-bank batteries for the competitors, and torch and handlamp batteries for the campers were eagerly snatched up and there was hardly a team which did not utilise his services. Kindnesses like these are much appreciated on such an occasion.

By this time the day had cleared beautifully and there were scattered cumulus clouds everywhere. The wind was blowing hard across the field and the launching took place from the top corner. The first launch was at the earliest possible moment after briefing, and pilots were soon going away. Philip Wills landed again with instrument trouble but got away again in the afternoon and returned the fastest time to his goal even though he stayed up twenty minutes longer than he needed had it been a speed test. Out of 34 aircraft 32 landed away and in 100 hours' flying 1,847 miles were logged—altogether a most satisfactory day.

The Daily Prize was divided as both No. 5 (the 'Skylark') and No. 20 (the 'Sky' of the Empire Test Pilots) did 94 miles and reached their goal. Slingsby must be very gratified to see his two latest machines come in like this. Second place went to Coulson in the 'Kite II' for the individual class and the team class was divided between three machines —Nos. 12, 14, and 24, belonging respectively to the Bristol Gliding Club, Cambridge University Gliding Club, and Hickling/Cotton. Third for individuals was No. 3, Foster; and for teams No. 19, the 'Weihe' of the Second Tactical Air Force Gliding Club.

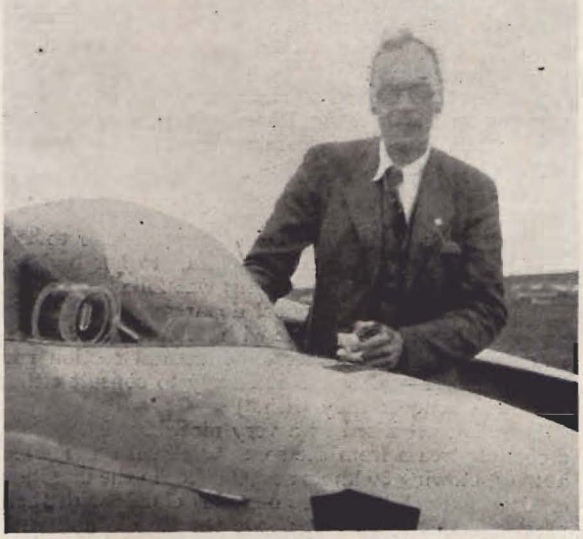
The marks for the opening day were as follows:

INDIVIDUAL

	Machine	*Pilot*	*Marks*
1.	'Sky'	Wills	90
2.	'Sky'	Stephenson	90
3.	'Olympia'	Foster	91
5.	'Skylark'	Deane-Drummond	100
6.	'Olympia'	Smith	54
7.	'Olympia'	Dowdall	41
8.	'Weihe'	Kahn	38
9.	'Kite II'	Coulson	98
30.	'Petrel'	Pick	7







Top: John Profumo and Eric Taylor returning from the starting point.
Centre: Coulson removes the canopy from his 'Kite II.'
Bottom: Wills, winner of last year's International Contests.







Top : F/L T. J. Page.
Centre : Malcolm Laurie, Surrey Club, and his ' Olympia,' the machine which once belonged to Kinder Smith.
Bottom : Ricky and Tony Pick.

TEAM

	Machine	*Team*	*Marks*
10.	' Sedbergh '	R.A.F.G.S.A. No. 7 Area G.C.	7
11.	' Prefect '	Army Gliding Club	3
12.	' Olympia '	Bristol Gliding Club	98
14.	' Olympia '	Cambridge University G.C.	98
15.	' Olympia '	Imperial College Gliding Club	74
18.	' Gull IV '	R.A.F.G.S.A. Western Area G.C.	78
19.	' Weihe '	Ass. of 2nd Tactical Air Force	93
20.	' Sky '	Empire Test Pilots School	100
22.	' Olympia '	Major C. G. Dorman	82
24.	' Olympia '	Hickling/Cotton	98
25.	' Kite IIA '	F. G. Irving	12
27.	' Olympia '	Professor G. D. Varley	82
28.	' Olympia '	A. H. Warminger	12
29.	' Olympia '	A. H. Yates	92
31.	' Sedbergh '	A.T.C. Home Command Instructors School	50
32.	' Sedbergh '	A.T.C. No. 168 Gliding School	12
34.	' Sedbergh '	A.T.C. No. 89 Gliding School	58
36.	' Sedbergh '	Cambridge University G.C.	81
37.	' Sedbergh '	Imperial College G.C.	70

There was no score in the cases of Nos. 16, 17, 23, 26, 33, and 35.

Monday, 27th July, 1953.

The day began between two troughs, one just past and another forecast for 2 p.m. The sky looked unpromising with strato-cumulus turning to cumulus with tops at about 6,000 feet above sea level, but better weather was promised for the afternoon with cumulus to 12,000 feet. The wind direction was the same as the day before, speed 26 knots at 5,000 feet though met. advised that a crosswind flight between Grimsby and Norwich would probably provide better cumulus. They threatened rather a struggle for the first take-offs with later ones improving but perhaps not because of the second trough. The cloud base was only about 500 feet above the field and nobody was at all anxious to get started although there were some nice blue patches of sky appearing. However, fourteen machines were finally launched only to return all in a huddle in a miserable burst of heavy rain around one o'clock. Soon after two it began to clear, though there was obviously much more rain around and the wind was bitterly cold, but competitors began to get away. The day was undistinguished except for one flight—Piggott and his A.T.C. cadet, F/Sgt. Whateley, got to 15,800 feet in a ' Sedbergh,' a new British two-seater record. They also reached their goal, 70 miles to Grimsby, the best of the day. The only other pilot to get to his goal was Stephenson, No. 2, who did 48 miles to Scampton. Only six others were able to score at all.

The Daily Prize, being for height, went of course to Piggott. (The task was goal flight, pilot's choice).

Tuesday, 28th July, 1953.

For Tuesday the task was a goal race to Boston, Lincolnshire, and the Daily Prize was offered for the *slowest* speed in the race. I missed the Met. briefing

but the day looked wonderful—bright and sunny with good cumulus and a fresh wind, 270°, 22 knots. It proved, however, to be one of those deceptive skies that are most disappointing. Most of the time there were at least fifteen aircraft stooging about along the hill, and only thirteen competitors managed to get away at all. Of these, only two reached their goal. The best was Stephenson with a speed of 46.1 m.p.h., which puts him well ahead. The other, winner of the Daily Prize, was D. A. Smith with 33.4 m.p.h.

Wednesday, 29th July, 1953.

W.N.W. airstream, winds 270° to 10,000 feet, speed 12 knots, with 22 knots at high level. 7/8 cloud, base 2,000 feet above here rising to 3,000 feet in the afternoon. Towards Norwich the base is at 4,500-5,000 feet, tops to 14,000 feet. Again it will be a struggle to get away and the best lift will be in cloud at 6-8,000 feet but rather weak. The Daily Prize is for the best height and the task is the longest distance along a straight track running through Newark and King's Lynn to the coast.

This day was not entirely a triumph for the Meteorologists since unexpected high cloud was the ruin of the cumulus. There were one or two nice looking ones in roughly the right direction but they proved not very useful to the majority, and the best flight of the day was again Stephenson with 36 miles, the next being Philip Wills—first to get away—with 33 miles. The Daily Prize went once more to D. A. Smith, this time for a gain in height of 4,800 feet.

Thursday, 30th July, 1953.

The task is a goal flight, pilot's choice, and the Daily Prize is for the best speed on the goal flight calculated from take-off to landing. The Met. forecast a ridge of high pressure approaching with the wind West gradually veering towards the North-west. Conditions are similar to yesterday but there is a slightly better chance. Cloud base is at 2,000 feet above here (still sunny, cloudy, and cold) and from 4-5,000 feet towards the south-east, with tops at from eight to nine thousand feet.

RESULTS TO DATE

Entry	*Pilot*	*Aircraft*	*Su*	*M*	*Tu*	*W*	*Total*
1.	Wills	Sky	90	—	24	92	206
2.	Stephenson	Sky	90	52	100	100	342
3.	Foster	Olympia	91	5	—	92	188
5.	Deane-Drummond	Skylark	100	—	27	72	199
6.	Smith	Olympia	54	15	83	94	246
7.	Dowdall	Olympia	41	—	24	53	118
8.	Kahn	Weihe	38	scratched			38
9.	Coulson	Kite II	98	—	—	56	154
30.	Pick	Petrel	7	—	—	—	7
		TEAMS					
10.	R.A.F.G.S.A. No. 7	Sedbergh	7	—	—	64	71
11.	Army G.C.	Prefect	3	—	—	64	67
12.	Bristol G.C.	Olympia	98	2	—	—	100
14.	Cambridge G.C.	Olympia	98	—	17	53	168
15.	Imperial Coll. G.C.	Olympia	74	10	17	—	101
16.	London G.C.	Olympia	—	—	21	69	90
17.	Southdown G.C.	Olympia	—	—	—	—	—
18.	R.A.F.G.S.A. Western	Gull IV	78	—	—	53	131
19.	2nd Tactical G.C.	Weihe	93	—	34	42	169
20.	Empire Test Pilots	Sky	100	23	—	67	190
22.	Dorman	Olympia	82	—	—	56	138
23.	Frecheville	Olympia	—	—	—	47	47
24.	Hickling/Cotton	Olympia	98	—	—	—	98
25.	Irving	Kite IIA	12	—	—	—	12
26.	Laurie	Olympia	—	—	—	—	—
27.	Varley	Olympia	82	—	—	—	82
28.	Warminger	Olympia	12	—	—	50	62
29.	Yates	Olympia	92	—	—	100	192
31.	A.T.C. Instructors	Sedbergh	50	100	—	—	150
32.	A.T.C. Detling	Sedbergh	12	—	—	—	12
33.	A.T.C. Henlow	Sedbergh	—	—	—	—	—
34.	A.T.C. Christchurch	Sedbergh	58	—	—	64	122
35.	A.T.C. Newton	Sedbergh	—	—	29	—	29
36.	Cambridge U.	Sedbergh	81	—	—	—	81
37.	Imperial Coll. G.C.	Sedbergh	70	—	—	—	70

After four days the position begins to clarify itself. In the individual class Stephenson is well away, though with this system of marking it is still quite easy for the second and third to catch him up. (The winner is given 100 marks and the rest a proportion according to their achievement and to their handicap).

In the team class the results are impossible to guess. So far Yates is leading by two marks over the Empire Test Pilot's School but there are eight teams less than a hundred points behind, so that one bad day can put him far below one or more of them. No one team has scored each day though numbers 14, 15, 19, and 20 have each three lots of points to their credit. It looks as if a few straightforward days would leave the results much the same, but one tricky day can upset the guess entirely.

A Height Record For Egypt

By Lt.-Col. M. Husseiny.

TUESDAY, JUNE 2nd, 1953, was a fairly warm day for Cairo. Temperature was about 104° F. ! ! Wind was blowing lazily from south-west. So all the members of the Egyptian Gliding School who were present at the aerodrome (a real frying-pan) contented themselves by sitting around near the launching point and in the more comfortable shade of an old trailer, used as a ' club-house-on-wheels.' I was the duty pilot. So I had to stay in the sun, watching the ' young ' pilots flying their circuits of not more than 4 minutes with the ' Prefect.' The ' Olympia ' was there at the launching point, too, waiting for someone to fly her. But in these ' thermal ' conditions, nobody was too enthusiastic about this idea.

At 5.23 p.m. we realised that it would be better to begin with flying the planes back to the hangar (500 yds. distance), since they were not all needed. I took the ' Olympia ' for this short flight, to land her near the hangar. Just another duty-flight, which usually does not exceed 3 minutes. The launch (motor-car) was not too good, so I released at about 450 feet. Much to my surprise, I found an area of ' no sink.' I leisurely made some turns. The lift increased to a lovely 2 ft./sec. As I looked down at the windsock, it was indicating wind from north-west. This meant something for me !—north western winds bring cold air into Egypt, which means THERMALS and sometimes even cold fronts. So I gave up the idea of parking the plane away in the hangar right now. I wanted to try my chances in a longer flight of a half-hour or so.

I prepared myself, asking the ' Olympia ' to make another effort for me. This did not fail. After about 10 minutes, the lift increased to a proud 10 ft./sec. The clouds in the sky (of which I had not been aware before), the direction and strength of the wind, and the very smooth lift made me think of a cold front passing. Therefore I even discarded the idea of landing after half-an-hour (club's time-limit), and hoped for a still better flight. At 3,000 feet, I was above the launching point looking at the ' Prefect ' and the ' T21B ' below, still doing their oh-so-short circuits of 3 and sometimes 4 minutes.

Lift was very steady. It seemed to be very wide. However, I did not dare to undertake any experiments. At times, there were some puffs of more lift, 15 ft./sec. or so. This was for very short periods only. Our ' Olympia ' is not equipped with ' turn and bank,' ' artificial horizon,' or even a spirit level. But why worry about all this ? Clouds were very far away from us. We (the ' Olympia ' and I) went up and up ! !

Suddenly, I heard a frightening rattle in the wings. Never flying with a parachute, the situation was not too pleasant. Altimeter was showing 7,000 feet. (I had reached such a height once in an ' AIR 100 ' a year ago.) Landing was not considered. Abruptly,



Lt.-Col. Husseiny in the ' Olympia.'

the rattle turned into a still louder and more rapidly following clatter. Not until I saw drops of water hammering away at the hood and the wings, did I realise what was happening. During summer, there just is not such a thing as ' Rain ' in Egypt !

Lift remained a strong 10 ft./sec. When we reached 8,500 feet, it suddenly was gone. I became angry with myself and blamed myself for losing it, but soon my anger disappeared as I discovered large areas of ' no sink.' I could have gone to the east as far as possible in order to look for more lift ' down-wind.' Then the airfield would have been to my back, which I disliked. Distance flight was out of question at this time, 6.15 hrs. already and sunset at 6.45 hrs. I turned back to the airfield, somewhat sad. ' No sink ' soon became an ugly 3 ft./sec. DOWN and 8,000 feet was soon reached.

By then I saw a cloud, approaching from north. It was such a dark cloud, that it made me think in terms of UPS, etc. We dashed towards it. It gave a nice 15 ft./sec. ' UP,' which still increased afterwards to 20 ft./sec. ! ! ! In no time at all we reached cloud base at 9,500 feet. Now the green ball of the vario-meter was bouncing madly against the upper end of the tube. Thus, with no parachute, no proper instruments, we were sucked into the cloud.

I decided not to make any turns, and to get the lift in a straight line. I gave up looking at the green ball as the lift gave me such a kick in the pants, that it was unmistakable. Instead, I concentrated on keeping speed constant and wings level. The altimeter was running like the hand of a stop-watch, registering more and more height. 10,750 feet were passed, when I suddenly felt as if I were being tossed out of my window (I live on the fourth floor). Pushing the stick all the way forward, I hoped for the best. In no time we came out at the cloud base alright. I could see the horizon, and in a steep turn, I escaped the terrific ' DOWN.'

Time was about 6.25 hrs. now. With sunset at hand at 6.40, there was no question of entering the cloud for another ' go.' Instead, I decided to admire the scenery from this wonderful height—never before reached in an Egyptian Sailplane and by an Egyptian pilot. Heliopolis looked like a tiny village, Cairo rather bigger. The river Nile and the setting sun

(*Continued on page 9*)

SECOND AUSTRALIAN SOARING CONTEST

RESULTS AND LIST OF POINTS—

BELOW are listed the full results of the Second Australian Soaring Contest. During the contest points were awarded for distance only and the final score of each pilot was the average of his two best flights. Where only one contest flight was made, the score was taken as being half the points gained on that flight.

Pilot	*Sailplane*	*Miles*	*Pts.*	*Score*
R. Krick	' Olympia '	220	342	237
		115	131	
C. R. New	' L.K. 10 '	144 O.R.	254	209
		134	163	
M. Waghorn	' Olympia '	200	294	147
R. Baird	' Grunau '	73.5	112	128
		75 G	144	
R. D. Ash	' Olympia '	116	133	127
		88 G	121	
L. Schultz	' Olympia '	151 G	242	121
M. Warner	' Olympia '	128	152	76
K. Colyer	' Olympia '	71	74	37
L. Anderson	' Grunau '	50	70	35
S. Owen	' Olympia '	63	64	32
N. Wynne	' H. 17 '	42	56	28

G indicates Goal Flight. O.R. indicates Out and Return.

196 MILES BY SCHULTZ

Owing to lack of space we were unable to mention in the last issue a flight of 196 miles made by Len Schultz, of the Sydney Soaring Club.

On December 22, Schultz had broken his own Goal flight record with a flight of 151 miles from Narromine to Walgett; but this had been beaten by Sel Owen with a flight of 206 miles.

Before the contest ended, Len Schultz made a final attempt to regain the goal record. He was aerotowed 48 miles to Tullamore where he released and set course for Tamworth, 220 miles away. After a very fast trip he arrived at 4.30 p.m. at Breeza, only to find that a range of hills separated him from his goal. After flying around for some time he could not gain enough height to cross the range and was obliged to land after having flown 196 miles.

Because he had been towed more than a mile from his take-off point, Schultz could not claim this flight as a contest flight.

For the same reason Sel Owen and Martin Warner were not able to score points on their two long flights.

EDMUND SCHNEIDER PLANS NEW SAILPLANES—
Six Different Types Available

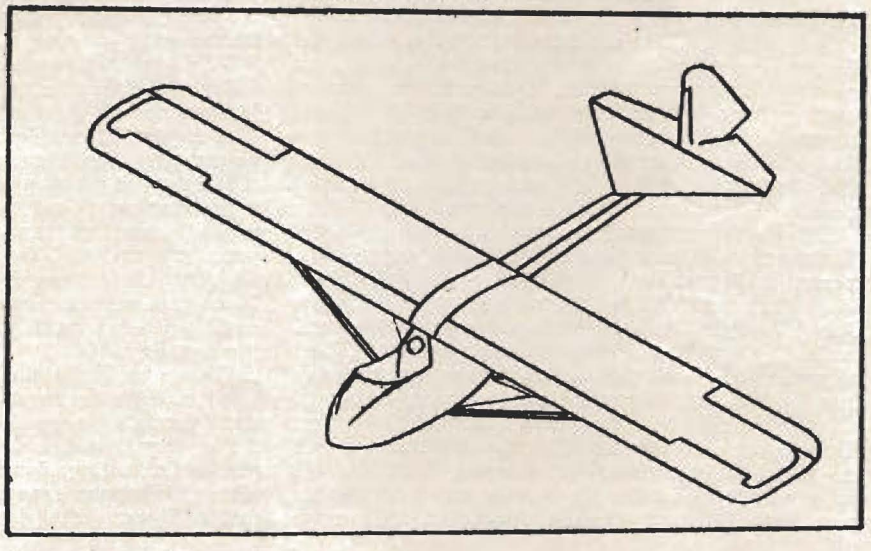
EDMUND SCHNEIDER Ltd., of Adelaide, has released news of several new gliders which are offered for sale. These include a single and a two-seater utility training glider. Both these machines have been designed in Australia for Australian conditions.

Two other two-seaters and two versions of the ' Grunau Baby 3 ' training sailplane are also available.

The single-seater utility has a wingspan of 34 feet and weighs 250 lbs. empty. It has a stalling speed of 28 m.p.h. and minimum sinking speed of 3.5 feet per second.

Mr. Schneider says: ' This machine has been designed for all-round club use, having regard to cost, ease of replacement of broken parts, and ease of building in kit form, whilst at the same time giving a reasonable performance in the air.'

The utility has a two-spar wing with a parallel chord, welded steel tube fuselage, plywood boom and a landing wheel.



The clean, simple lines of the ' Club Solo ' Utility are shown in this drawing. Note the ' pod and boom ' type fuselage.

The price, with a standard colour scheme of silver and blue, is £580 ex works.

The two-seater utility is based on the design of the solo machine. They are similar in appearance and construction, but the two-seater has a span of 41 feet and an empty weight of 370 lbs.

Stalling speed is 30 m.p.h., and the minimum sinking speed is 3.5 feet per second.

Spoilers are fitted as standard equipment. Finished in silver and blue, the price is £880.

The ' Grunau Baby 3 ' will be similar to the ' 2b ' model but will be fitted with dive brakes, built-in landing wheel, perspex canopy, thickened neck and more squat fuselage.

Wingspan is 44 feet and empty weight 310 lbs. Performance figures are : Stalling speed 28-30 m.p.h., gliding angle 1:19 and minimum sinking speed 3 f.p.s.

The price of the ' G.B.3 ' is £950, or it can be supplied without dive brakes and canopy for £900.

Mr. Schneider says that he is considering bringing out a special ' Grunau Baby 3 ' with a Gottingen 549 airfoil section instead of the standard Gottingen 535 section. This should bring the machine into the higher performance class by giving a better penetration. Tentative price of the machine is given as £1,080

The two two-seater sailplanes which will be built are the ' E.S.49 ' and the ' Kangaroo.' These machines were described in the November issue of ' Australian Gliding.'

The ' E.S.49 ' has a span of 16 metres (52 feet) and an empty weight of 530 lbs. The performance figures (from actual test flights) are : Stalling speed 28 m.p.h., minimum sinking speed 2.5 f.p.s., and best gliding angle 1:24.

With a choice of three standard colours, the price is £1,250 ex works.

The ' Kangaroo ' (' E.S.49b ') is an 18 metre—58 feet—version of the ' E.S.49.' It has a cleaned up fuselage and other modifications which will give it a performance equal to, or better than, that of the best single-seater operating in Australia today.

The empty weight is 540 lbs., stalling speed 30 m.p.h., best gliding angle 1:27 and minimum sinking speed 2.3 f.p.s. The price is £1,550.

It should be noted that all the prices given here are exclusive of instruments and sales tax, if any.

Arrangements have been made whereby any of the machines can be bought on a hire-purchase basis.

Mr. Schneider says : ' These six machines comprise the maximum range contemplated to date, and owing to the expense of special jigs needed for each new type, there can be no deviation from the list given here.'

' Australian Gliding '

NEW IRISH RECORDS

NOEL ANSON, who was in Dublin in July with his partner Jack Buckley, set up two Irish records in their red ' Olympia.' Releasing from aero-tow at 2,000 ft. he got 7,300 ft. in a cloud over Kippure mountain. The flight lasted 3 hours 50 minutes.

' GLIDING—TILL NOW '

DEAR SIR,

I am making, for the B.G.A., a sub-standard film (with the above title until a better one occurs) on the history of gliding. By the time this appears, it will probably have been seen in its rough state at the National Competitions at Camphill.

I have a lot of material (the stills date from 1506 and the movies from 1906) but there are many gaps in the story, which could be filled by further reprinting from other people's old films. Can any of your readers help by lending these, or by telling us where they can be found? Perhaps some of the teams coming from abroad for next year's Internationals could bring some dupes with them ? I should mention that I have already had good material from Espin Hardwick, Graham Head, Dudley Hiscox and J. V. Rushton, and have contacted R. F. Stedman and the National Film Library. The newsreel companies are an unpromising source, as they charge about a pound a foot for the use of their negatives.

Any size or type of film, including colour, but excluding 8 mm., is suitable and can be duped as necessary. Still photographs, or models of gliders, would be welcome if exceptionally interesting.

Naturally I would take every care of such material, and I would send an addressed transit case to anybody offering from outside London ; near London I would collect.

There are no commercial possibilities in the project, but it will be worth while ; if it is not done now it may soon be too late ; films perish.

My address is 16 Carlisle Street, London W.I. (Gerrard 1253).—**Lawrence Wright.**

FOLLOWING WIND CURRENTS WITH RADAR

A VERY promising technique has been developed in Australia to trace wind currents at very high altitudes. Radar is employed to follow the ionized trails left by meteors (those of the cosmic kind) and thus to plot the pattern of upper winds. The idea originated with Professors Lovell and Blackett, of Manchester University, and has been developed by Professor Huxley of Adelaide University. It is hoped that, when and if a pattern can be completed for the whole of the earth, it will be possible to check the theory that there is a relationship between winds and tides. The progress made in Australia so far has been possible mainly because of the clear skies which are prevalent there.

(*The Aeroplane*, 26.6.53.)

A HEIGHT RECORD FOR EGYPT—*continued from page 7*

added much to the beauty. The pyramids stood far away, like sentries, guarding the city.

I could have spent a very long time flying to and fro over such picturesque scenery.

Finally, I began to worry, as I discovered that the sink never did exceed 1 ft./sec. Sometimes I met lift of 10 ft./sec. I had to land before sunset ! Opening the flaps fully and increasing the speed to 60 knots, finally brought me down just in time before dark, after the sun had set.

THE 'INAV-1'

By DR. REIMAR HORTEN

THE Design and Construction Division of 'INAV' are planning new types of sailplanes. Although the factory in La Cruz is not yet in operation we have been able to begin designing according to the requirements laid down by INAV. In November 1952 the Committee asked me to begin on a single-seater sailplane according to the specifications of the Director General of Motorless Flight.

According to him the requirements are :

(*a*) a single-seater training sailplane, strongly built, with an acceleration factor of from 8 to 10, that is to say, semi-aerobatic and suitable for cloud-flying.

(*b*) a glider for the instruction of pilots from B to high performance.

These two requirements are in general incompatible and each one requires a different model. To avoid this a possible solution has been the fitting of flaps, which will themselves change the characteristics of the machine, but I cannot say yet if this will produce exactly the qualities desired.

(*c*) A third requirement of the Argentine Federation is a sailplane of the 'Meise Olympia' class, but simple and robust in construction and capable of being built by the clubs in as short a time as possible.

In its meeting of May 1953, the Committee gave me this task and I have suggested a new design based on a training sailplane but with a longer wing. This design has the fuselage, the fittings, the wing roots, and half the ribs of the training machine.

The existence of three such requirements showed me that it is very necessary for the Argentine to design its own model. It is not that we need to add to the already wide variety of sailplanes in the world, but rather that we must remember our own particular conditions. So far as performance is concerned, the meteorological data gives us a scale of the best design for each requirement. For the 'INAV-1' (the training sailplane) the Director General has fixed the minimum and for the high-performance machine the maximum possible.

It was required also that the sailplane might be constructed by the Clubs as a team, that is to say, that a light construction was not desired but that the wing in two parts should be built of wood and should be connected to the fuselage in such a way that by taking out one bolt the wing points should touch the ground. This is very convenient for tying down the glider after a distance flight. Aerodynamic brakes were prescribed as well and a rigid aileron command—that is to say, with tubes. The fuselage was designed with the front part of steel tubing, good shock absorption in the skid and single wheel, pedals that could be adjusted, a cabin usable either open or closed, all the controls on ball-bearings, and a compensating aileron in the elevator. All the requirements were met and some others as well, such as a centre of gravity release hook to enable the sailplane to be launched by car, winch or aeroplane with one single hook. In the first model, I took no heed of the static balance according to the weight of the pilot since the sailplane possesses the lines of the series 'NACA 23,' which practically has no variation of the centre of pressure, for which reason it is immensely stable. If the tests show that I am right, we can ignore this compensation, and the elevator ailerons will take care of varying weights and speeds in perfect stability with pressure on the stick.

As you can see from the drawings I decided on a mid-wing. This gives excellent visibility above and behind, very necessary when a pilot is circling in a thermal. Forwards and sideways all sailplanes have good visibility, whereas forwards and straight below they have none. With the interchangeable open cabin required by the Ministry, partial visibility of winch or towing car is possible.

The height of the wing points above the ground makes a dihedral of 5.7° ; this gives easy movements about the longitudinal axis. For inexperienced pilots and for blind flying this quality is a great advantage. Also the small area of the elevator gives little sensibility along the transverse axis, a help in blind flying. With reference to the vertiçal axis, I did everything I could to ensure great manoeuvrability for the enjoyment of the pilot. For this reason the ailerons have been designed after the 'Frise' pattern and the rudder has been made as large as possible. It remains to be seen what are the qualities of the machine in flight and to modify these in accordance with requirements. I would like to point out that no machine is 'finished' on its first flight and that one must see what modifications are necessary to improve its qualities after test flights have been made, so that test flights constitute an important part of the production of a new model.

DESCRIPTION

The single-spar wing in two parts is connected to the fuselage as a cantilever mid-wing by three cylindrical bolts. In the leading edge, covered by wood, are the controls with ball-bearings, and towards the end of the wing a rope is attached to the spar for use in anchoring the sailplane. The aileron, compensated aero-dynamically, pivots on the principal spar, as do the brakes. These are controlled by cables and are not able to open of their own accord. The auxiliary spar, which is connected to the fuselage with a bolt, will in case of accidents resist forces of up to 15 g. in a forward direction, and with greater acceleration will break like a match, whereas the steel tubes of the cabin will resist greater accelerations. The front part of the fuselage is designed to support twenty times the weight of the pilot together with the pilot himself. The direction of attack of the forces is calculated to an angle of 30° upwards and 5 g. sideways, so that unless his safety belt breaks, the pilot is completely protected. If the accident is serious the tubes around the pilot's seat will support an acceleration of 30 g., while the tubes of the front will bend and open outwards. With this I believe that I have done everything possible to ensure the

'THE MODEL ENGINEER' EXHIBITION

SCALE model aircraft will be among the outstanding features at 'The Model Engineer' Exhibition from 19th to 29th August at the New Horticultural Hall, Westminster.

Both flying and non-flying scale models have been entered for the competition sections organised by the Society of Model Aeronautical Engineers.

Flying scale models include the Polish 'PZL 37' bomber and the 'Grumman G22 Gulfhawk' (as flown in the 1938 *Daily Express* Air Show). The non-flying scale models, too, show the wide range of interest of aircraft modellers. Many non-scale flying aircraft are entered.

With a history of more than 30 years, the Society of Model Aeronautical Engineers will be showing many different types of model aircraft from radio control to team racers and from gliders to speed models. On their stand representatives of the Society will be available to answer questions on this great sport.

'Model Flight,' an introduction to the sport of flying model aircraft, made with the advice and assistance of the S.M.A.E., will be shown daily in the Lecture Hall.

THE 'INAV-1'—*contd. from previous page.*

safety of the pilot, although it means an increased weight of from 10 to 12 kilogrammes above the normal.

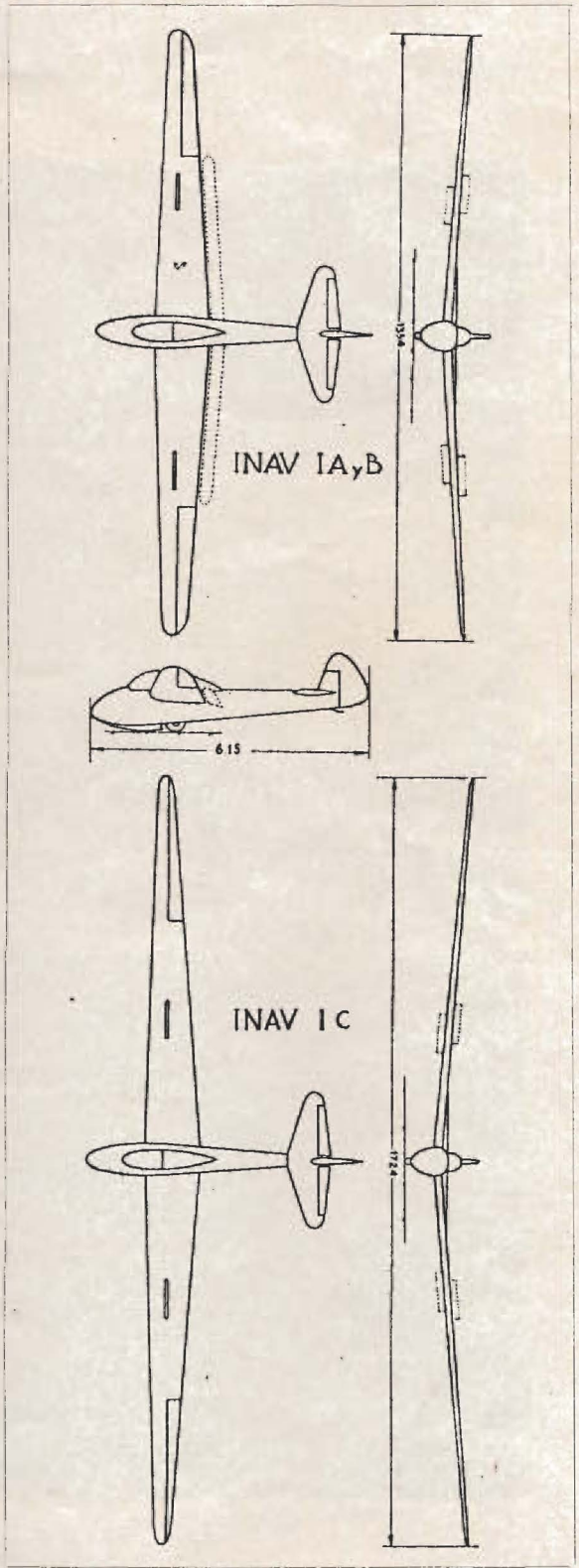
The skin of the fuselage can be made of thin aluminium or of cloth, or—if we can produce it—of an unsplinterable plastic. I will say nothing about the instruments or the refinements of the pilot's cabin since these will be at the discretion of the clubs.

The rounded part of the back of the fuselage, constructed in wood with three longitudinal struts and covered in plywood, with a keel below, is of conventional structure and the rudder is controlled by cables. Behind the centre of gravity is a wheel with a shock absorber; in the tail there is a skid and also at the front, both of wood and protected by a shock absorber in the form of a tennis ball.

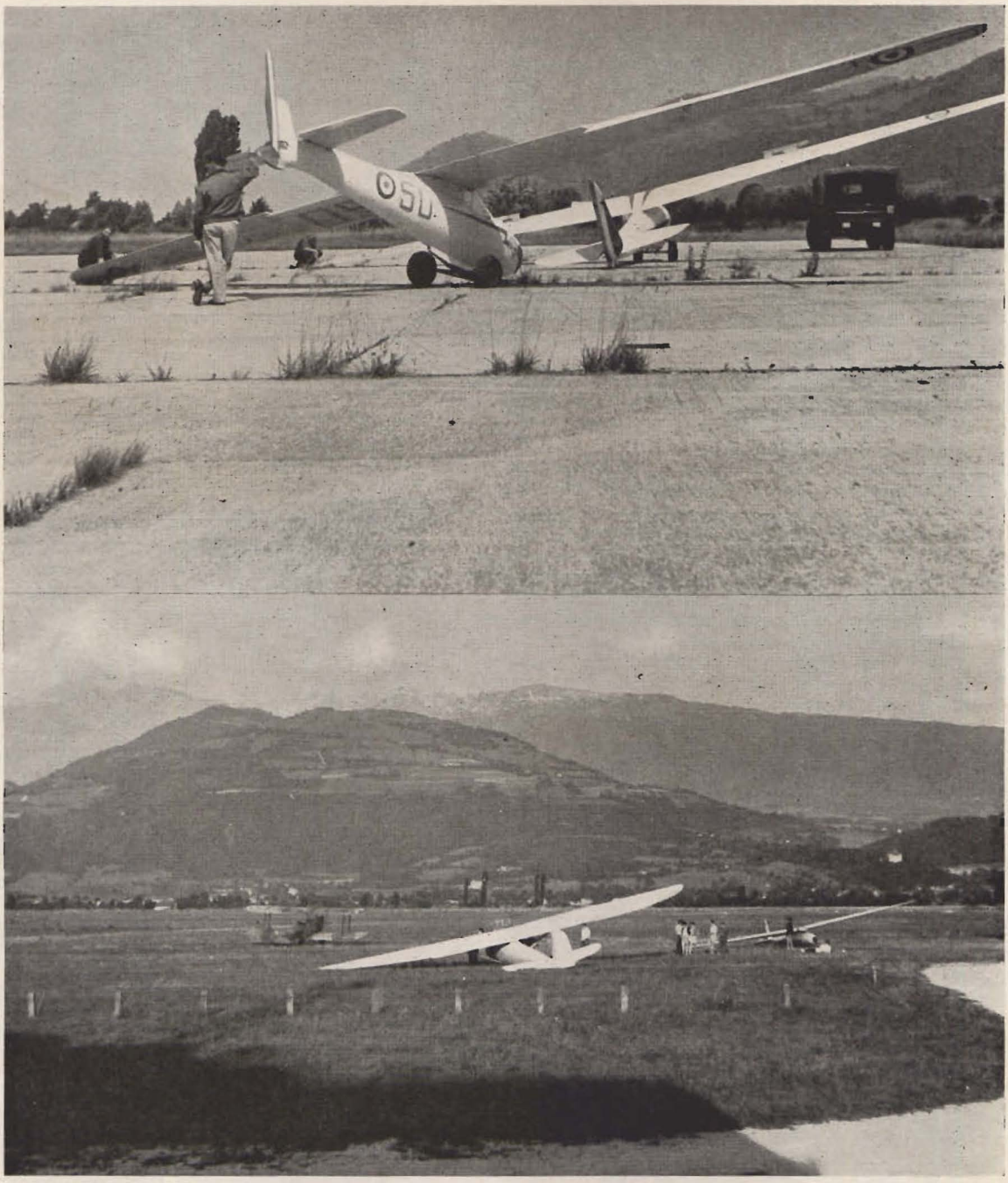
I hope that we shall soon be able to begin the construction and that by next year, at the Fourth Gliding Meeting, we shall be able to see the prototypes in flight.

DATA AND PERFORMANCE OF THE 'INAV-1'

	A	B	C
Span	13.5m.	13.5m.	17.2m.
Wing area ..	11.9m.²	14.2m.²	13.7m.²
Aspect ratio ..	15.3	12.9	21.5
Weight empty ..	165kg.	175kg.	190kg.
Wing loading for 100kg.	22.2kg./m.²	19.3kg./m.²	21.2kg./m.
Minimum speed ..	62km./h.	47km./h.	60km./h.
Flight for min. sink	68km./h.	63km./h.	65km./h.
Max. launch speed, car or winch ..	80km./h.	70km./h.	70km./h.
Aerotow	140km./h.	100km./h.	100km./h.
Max. gliding speed	230km./h.	150km./h.	180km./h.
Min. sink	0.80m./s.	1.04m./s.	0.62m./s.
Best gliding angle..	22.0	15.4	27.0
Safety factor ..	10	8	8



SCENES OF



Top : A ' Rhonbussard ' and a ' Weihe ' manhandled.
Bottom : Grenoble Airfield. ' C 800 ' two-seater, ' Nord 200 ' and ' Tiger Moth ' for aero-tow.

FRENCH GLIDING

By
GUY BORGÉ



Top : Before the contest. Race numbers are painted on the fuselage.
Bottom : St. Auban. The ' Minimoa.'

A COURSE AT DUNSTABLE

By PETER FLETCHER

(*A photo of the Author appears on page* 19)

IT has long been the custom of the London Gliding Club to hold gliding courses during the summer months. These are invariably well attended and a good time is had by all, pupils, instructors, and helpers alike, so when Dan Smith our C.F.I. said 'how about a couple of weeks two-seatering'? I said 'yes.'

The course which the writer and George Scarborough ran lasted from the 6th of July to the 17th; the weather was our enemy almost throughout the period with strong westerly winds and lots of convection and turbulence, lovely soaring weather in



London Gliding Club from 'T21B.' Pilot: P. Fletcher.

fact but very hard on pupils trying to cope with early dual flying instruction. I never remember praying so hard for a nice flat calm overcast day before! We actually did get one such day but it soon went back to strong winds and general roughness, the last day produced a howling southerly gale and some of the roughest air I have come across when trying vainly to instruct, the vario flicking from 15 up to 15 down in as many seconds!

In spite of the difficulties of this glorious 'summer' of 1953 the course coped amazingly well and by seizing chances from time to time when good conditions prevailed we got eleven assorted certificates, which was we thought quite a feat. Our pupils were all very keen and would have all obtained the 'B' certificate had the weather been kinder.

Wigram, a power pilot conversion, took his 'A,' 'B' and 'C' with ease; Taylor who had done no gliding since a few circuits with a B.A.F.O. club five years ago, took his 'C'; Bonnaurd and MacDonald also got 'C's.' Hammond and Lillington both ab initios got 'B' certificates with good circuits, while Moore from Northern Ireland got his 'A' and was ready to circuit when the course was ending, but the weather refused to play.

All courses have their humourous and instructive incidents and this was no exception. The writer urged on by young Mr. Moore on a short soaring flight was persuaded in spite of a strong wind 'to make it an even 2,000 feet'; the site looked a long way upwind when we started back, it was actually a little too far and we descended gently on to the superb turf of the local golf club, whose members stopped their game and came over to help move our 'T21A.' We carried it over the road causing quite a crowd of rubber-neckers to gather and bunjy-launched it off the top of the hill. The course learnt all about ground handling and bunjy-launching from this incident—and how—you ask them!!

Carl Beck of the Ulster Club who was with us had a launch in the 'Prefect' to try his luck with a massive storm which came across the site streaming rain and general confusion. He found lift all right, it must have been 20 feet per second. The 'Prefect' looked ridiculous as it flew at about 60 m.p.h. nose right down and still fairly shooting up. Carl wisely left this chaos soaked to the skin with one more experience to add to his collection; as a matter of fact the writer and several other pilots found lift of 3 to 5 feet per second in heavy rain showers as these came over on several occasions.

Ross Vickers, our noble winch driver for the first week, took an afternoon off to have a little fly and took the 'Blue Olympia' to Wattisham to complete his Silver 'C' where he was well looked after by Pete Mallett, himself a gold badge holder; Pete is stationed at Wattisham. On the same afternoon Duval took our 'Cream Olympia' some 26 miles, ran out of lift and selected a nice large house to land near, only to find it was empty! Tramping along a country lane looking for a telephone he was astounded to see a type coming towards him sporting a Silver 'C' badge; it appears this kind soul saw the approach and hastened to offer his help.

Walter Newmark and Derek Abbott came over on occasions to help us during the second week and I must not forget our thanks to Vincent Redfern who winched and winched solidly all through the second week. Vincent is off to Canada in August, the movement over there will gain a keen recruit.

The course members did some 50 hours and over 200 launches between them, that only eleven certificates were obtained was entirely due to the weather, most of us had enough of gliding by the end of the course, at any rate until the next week-end!



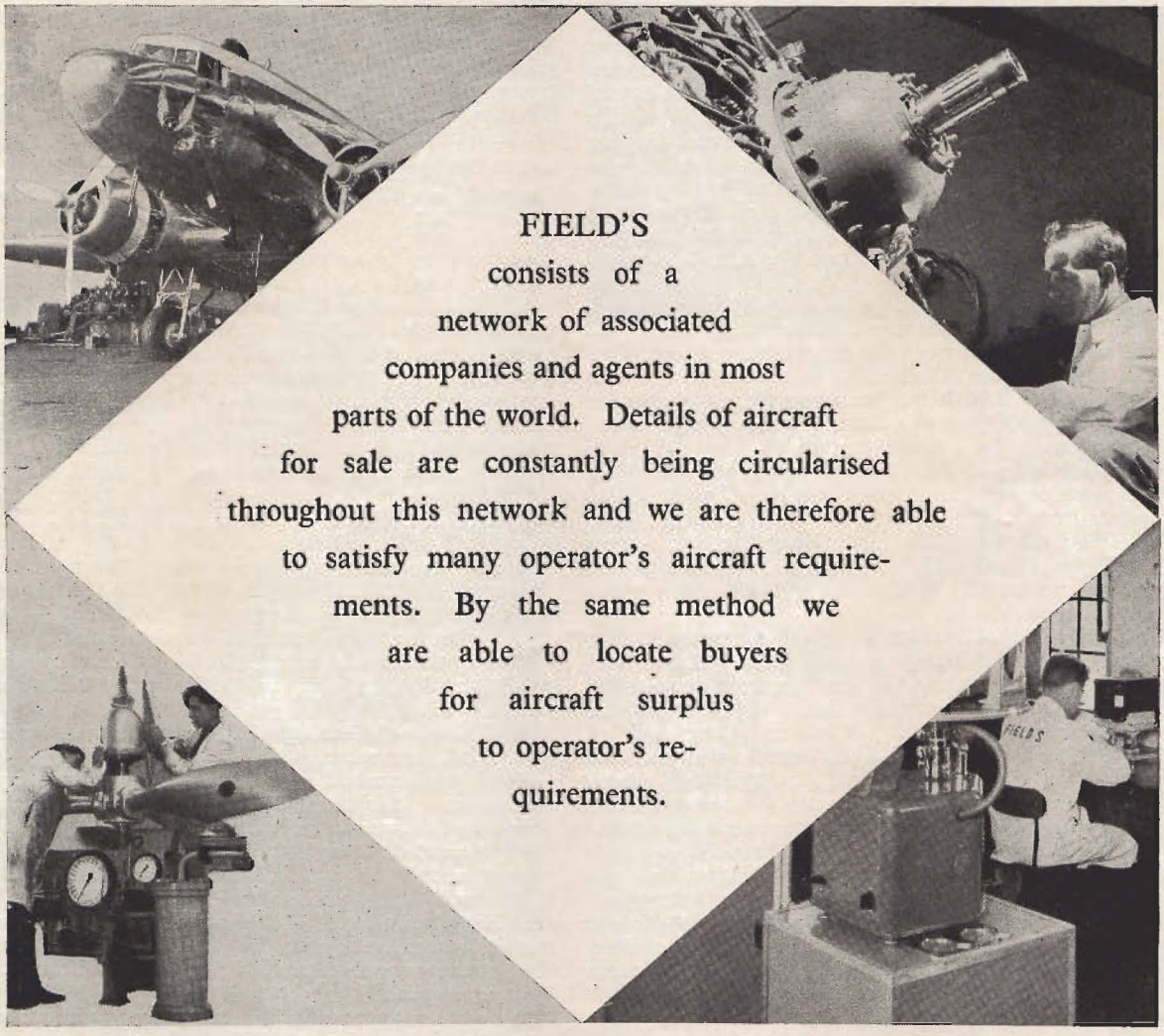
Course Member, Dunstable, July, 1953.

(*Continued on page* 18)

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THE SAILPLANE AND GLIDER

TWENTY-TWO YEARS AGO

AUGUST 14, 1931

SOME IMPRESSIONS OF THE 12th RHON COMPETITIONS

THE 12th Rhon Gliding Competition took place at the Wasserkuppe this year from July 23 to August 5. Although the Competition was International, only German pilots and machines took part. There were 59 machines entered this year and actually 52 arrived as against 35 last year. Two machines came from Breslau, and two from Grunau, considering that the majority of German Clubs are suffering from the same complaint as the majority of English Clubs—lack of money—this shows the amount of enthusiasm within the German Gliding Movement. There were 400 people actually living in the School buildings. This manifestation of enthusiasm is further established by the fact that most of the competitors and crews arrived with absolutely no money at all—they had to ask the R.R.G. even to find their food.

All the machines disclosed the fact that they had been very carefully constructed by their owners, the majority of whom were the actual competitors. One can say that the standard of workmanship insisted upon by the R.R.G. has been largely responsible for the great progress which the constructors have made. Throughout the inspections which are always a special feature of the Rhon Competitions, hardly 2 per cent. of the construction was questioned. There were no great alterations in the designs and no great differences in the types. In the preceding years many of the machines which went to the Wasserkuppe did not fly, but in this year's competitions nearly every one of them flew.

Mention might be made here of one or two machines which caused a little comment. The ' Kassel 25 ' received the most careful scrutiny from everybody. It is, of course, beautifully built and sells for the astounding price of £75. It has a gliding angle of 25 to 1, span 60 ft., and flying speed 14 m./sec. An interesting feature is the use of adjustable struts, which simplifies rigging, and once the screwed bolts have been set the wings can be assembled and dismantled very easily. The rigging time for 4 men is 20 minutes. It is very graceful in flight, and the officials at the Wasserkuppe were loud in their praise.

Then there was the ' Schlesien in Not,' the ' Kassell 20,' the Dresden ' Panzerkreuzer ' (armoured cruiser) and looked it, the 'Pleitergeier' (bankrupt) because most probably it had not been paid for!! and the ' Cellophan ' Professor. The wings of this machine are covered with cellophane compressed on silk cambric. (The late Mr. Lander had experimented with this material.—Ed.). However, Kronfeld's machine, the ' Wien,' is still the best and the pick of the lot. All are agreed on that point.

Unfortunately it was not possible to get complete details of the winners of the different events, but a short review may serve the purpose of the moment. That the young pilots have made progress may best be judged by the fact that not only did they make great duration flights but they also made good altitude and distance flights. For instance, take the ' Wurzburger General-Anzeiger ' professor (named after a newspaper). This machine was piloted by young Schnud for 9 hours duration.. This boy is 23 and it was his first time on the Rhon. Other good pilots were Teichmann who flew the ' Erica Offermann,' Pleiffer on the ' Schlesien in Not,' Hakanjos on the ' Stuttgart ' Professor, Kunzer on the Stuttgart ' Stadt Stuttgart.'

The best performances were made by :—

Groenhoff	220	kilometres	(137 miles)	to Magdeburg
Hirth	192	,,	(119 miles)	to Cochan-Moselle
Groenhoff	180	,,		
Hirth	175	,,	(112 miles)	to Halle
Meyer	54	,,	(34.6 miles)	

Kronfeld was handicapped. Not only was he ill, but his machine the ' Wien ' had had to be recovered. But on the last day of the Competition the contest for the day was the longest distance flight by means of thermic currents. Some dozen or so pilots made a valiant attempt to reach the desired height, but again it was left to Kronfeld to show the way. He went up about 11.30 a.m. and literally fought for the thermic currents for over an hour before he attained the height he desired, but having gained that height he pushed off for all he was worth and landed later in the afternoon 187 kilometres away. The flights of Groenhoff and Hirth were also from thermic currents. Groenhoff's flight (to Magdeburg) and Hirth's (to Halle) were made in front of a thunderstorm.

The greatest height reached in the junior pilot class was 855 metres (2,810 ft.) by Pfeiffer on the ' Schlesien in Not.'

At the same time many of the pilots flew distances of 30 to 35 kilometres (18-22 miles).

Sunday, August 2, was a wonderful flying day, there were no less than 20 machines in the air at the same time as against 14 last year. This was the day Pfeiffer made his splendid altitude flight of 855 metres, and Hirth went off to Cochan Moselle (192 kilometres). It should be noted here that Groenhoff's and Hirth's flights of 110 kilometres and 192 kilometres respectively were in the direction of the Rhine, the very first time flying to the West had been accomplished.

We were rather amused on Tuesday : a thunderstorm broke over the mountain and was the cause of much activity ; about a dozen machines went up to get in front of it, but unfortunately it was only local and nothing serious was accomplished. The laugh came from the fact that as soon as the thunderstorm broke machines and pilots were got ready in double quick time, whereas in England everyone would have made a bee line for shelter !

There was no very serious crashery—the ' Aachan '

(*Continued on page* 18)

STOP PRESS

New British Champion

GEOFFREY STEPHENSON

CONGRATULATIONS to Geoffrey Stephenson, winner of the 1953 British National Gliding Contests, and the new British Champion.

With his flight of 197 miles in a ' Sky ' sailplane from Great Hucklow to Lympne Airport, near Folkestone, ' Steve ' also gained his ' Diamond C.'

Geoffrey Stephenson, who is forty-two, was second in the previous contests in 1951, being beaten only by four points by Jock Forbes who did not compete in this year's competitions.

It was also a family triumph—his ground staff consisting of his wife Beryl, pictured here, and their twelve-year-old twin sons, Peter and Carr.

(Full report in the September issue).



Champion's Wife,' Beryl.'



Mr. G. H. Stephenson.

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THE SCOTTISH GLIDING UNION

BALADO AIRFIELD

MILNATHORT

KINROSS-SHIRE

SOME IMPRESSIONS OF THE 12th RHON COMPETITIONS—*continued from page 16*

broke its back owing to the length of the fuselage—breaking their backs is a feature of the ' Aachan ' machines. However, Meyer will soon be ranking with the ' big ' men.

On August 1, a series of aeroplane-towed flights were made, although in the preliminary rules no aeroplane towing was to be permitted. The following are the times :—

Groenhoff	..	1	hour,	42	min.,	20	sec.
Hirth	..	1	,,	27	,,	30	,,
Kronfeld	..	1	,,	10	,,	20	,,
Hemmer	..			25	,,		
Stark	..			24	,,	30	,,
Rhon	..			13	,,	35	,,
Muschick	..			10	,,	20	,,
Bachem	..			8	,,	40	,,
v. Chlingensperg						25	,,

The public turned up *en masse* on Sunday, August 2. There were over 40,000 people there and 7,000 cars. English visitors included the Master of Sempill, Mr. Gordon England, Mr. and Mrs. Whidborne, Mr. Dudley Hiscox, Mr. Little, Mr. Scott-Hall, Mr. Isaac, Dr. Thistlewaite, Dr. Slater (and his models). Great excitement was caused by two ladies arriving from England in their M.G. Midget—Miss Nicholson and Miss Meaking were making a tour of Germany and found time to come up to the Wasserkuppe. It is not surprising to find that they were literally swamped by the German boys.

Both Miss Nicholson and Miss Meaking are ' A ' power pilots and so interested were they in what they had seen at the Wasserkuppe that they asked if arrangements would be made for them to join the advanced course which commences on the 14th. They were very happy when the O.K. came through.

Mr. T. H. Naylor flew over with Miss Delphine Reynolds and her friend—the snake. Another interested spectator was Mr. Jack O'Meara from New York. Mr. O'Meara had intended to take part in the Competitions, but unfortunately his entry was received too late. Professor Theodorides also came over from Athens. Professor Theodorides is an Associate Fellow of the Royal Aeronautical Society and is very keen on starting the Gliding Movement in Greece—there are no Clubs there at present but a Committee of 3 have decided to form an Association at once.

One can definitely say that the German Gliding Movement is still progressing and similar Movements in other countries will have to go a long way before they will be as far advanced. All these young pilots will soon be taking their places in the front rank of the World's best pilots.

The grading of the Competitions is a splendid idea. In the Competitions there were 5 grades of pilots.

1. Pilots who have not yet flown for one hour in any one flight.
2. Pilots who have made a flight of more than one hour and up to 5 hours in any one flight.
3. Pilots who have not flown a non-stop distance of more than 20 kilometres.
4. Pilots who have flown a distance of 50 kilometres and have been to the Rhon Competitions in 1930 and 1931.
5. Pilots who have flown for more than 5 hours, and/or for 50 kilometres in any one flight, and who obtained their ' C ' Certificates prior to January, 1930.

The grades represent the pilots in the two distant Competitions—the first 3 grades represent the junior and senior pilots in the ' practice ' Competition, and the other 2 grades represent the pilots in the ' performance ' Competition, such as Kronfeld, Hirth, Groenhoff, Meyer, Hemmer, Stark, Bedau, etc. According to the performance pilots in the first 3 grades put up, so are they graded for next year's Competitions, and it might be as well recorded now that within a few years the following names will be as familiar as those of the big pilots today : Pfeiffer, Hakanjos, Kunzer, Teichmann, Schnud, v. Chlingensperg, Hemmer, Meyer—they only require a little more experience. Some of them went up to make a duration flight above thermal currents but they could not stand the bumps and each one landed in turn. Platz, who is a power pilot, stayed up the longest on this occasion. His machine the ' Rheinland ' is a very fast machine and belongs to the ' Aachan ' class.

J.L.R.W.

A COURSE AT DUNSTABLE—*continued from page 14*

Courses represent an ideal way of getting an introduction to gliding, if you don't like it, well you will soon find this out, and if you do and decide to take up the sport you will get a good dual training start to your gliding career even if you do not qualify for your ' B ' or ' C ' certificate in the time available.

There is just one word of warning I would like to give to prospective course members. Unhappily, we cannot control our weather, and in any pre-selected period there must be a large element of luck in this respect, so if the weather does turn out to be too rough to make that first solo on the course, well it is the luck of the game. No instructor worthy of the name will take a chance and send you solo in bad weather just because the course is ending and any pupil with sound common sense should be grateful that his personal safety is always the instructor's first concern, so come along and have a course, you will meet some very nice people, have a very good holiday in the fresh air ; but do not expect miracles.

The S.B.A.C. Show, Farnborough, September, 1953

Marconi's will share stands with Australian associates.

MARCONI'S Wireless Telegraph Co. Ltd. will this year, and for the first time, share adjoining stands at the static exhibition of the Society of British Aircraft Constructors at Farnborough with their Australian associates, Amalgamated Wireless (Australasia) Ltd.

In this way they will be able to show a more representative display of aeronautical equipment, and the combined stands will emphasise the work of the two companies, equally between airborne and ground radio and navigational aids. (*Continued on page 20*)



Peter Fletcher takes his sister for a flight in the two-seater (*see page* 14).

GLIDING IN THE AUSTRIAN ALPS

Gliding Instruction · **Passenger Flights**

Round trips over the Grossglockner Region

ON May 10th, the Alpine Gliding School of the Austrian Aero Club (Gliders Union) opened at Zell am See.

Ten of the most modern single- and two-seater gliders, 6 single-seaters and 4 two-seaters, are available for Alpine gliding.

The School is conducted by the most experienced Austrian glider pilots, including Herr Gumpert and Herr Linher, last year's national champion.

Zell am See is beautifully situated, and the meteorological conditions are particularly suitable for high Alpine gliding over the glacier regions of the central Austrian Alps. Owing to its exceptional meteorological conditions, Zell am See is to become a research centre for the ' Foehn,' a South wind, peculiar to Central Europe. Zell am See, too, is to be the scene of an important fixture on the international sporting calendar—the ' Zell am See Blue Ribbon ' competition.

There is hardly such an exhilarating experience as to fly in a glider along the mountainsides, gaining steadily in height with the soaring air current, and finally gliding into the lovely, billowing clouds above.

Another marvellous feeling is to glide among the Alps, over the wonderful world of the glaciers, the fantastic, jagged peaks and the mighty, awe-inspiring walls of ice. The Alpine Gliding School at Zell am See offers you this unique experience of a flight by glider over the mighty Alps.

The School also offers passenger flights. Such a trip must surely count as one of the classic experiences in the world of flying. For to see this impressive region of great mountains and glaciers in all their full glory from the air is a memory of a lifetime.

National and international rallies, glider competitions, glider research flying, technical meetings as well as continuous courses for Austrian and foreign glider pilots will put Zell am See in the forefront of European gliding.

Training and high performance gliders of the latest construction are available. The best of accommodation for individual visitors and parties is provided at reasonable terms.

Sport planes can land at the Zell am See airport even under poor weather conditions.

The Alpine Gliding School at Zell am See extends a warm welcome to all sportsmen at home and abroad, and visiting clubs are invited to bring their own machines and make use of the facilities.

For information, write to :

Alpine Segelflugschule Zell am See (Salzburg province), telephone : Zell am See No. 666.

Osterreichischer Aero-Club — Segelflieger-Verband, Wien, 1., Dominikanerbastei 24, telephone : R-24-5-85.

or the offices of the Austrian State Tourist Department in :

AUSTRALIA, Ilse Maria Jacobsen, Café Mozart, 8 Howey Court, 234 Collins Street, Melbourne.

CUBA, Ricardo Liebgold, West Indies Trading Co., Banco del Canada 303, Havana.

DENMARK, Ostrigs officielle Turistbureau, Oster Sogade 10. Kobenhavn, Tel. : Palae 971.

EGYPT, Austrian State Tourist Department, 2, Sharia Champollion, Cairo.

GREAT BRITAIN, Austrian State Tourist Department, 49, Dover Street (Piccadilly), London W.1, Tel. : GRO 1662.

ISRAEL, Heinrich C. Katz, 9 Frishman Street (P.O. Box 581), Tel. Aviv, Tel. : 66641.

MEXICO, Intraco de México, Dr. Federico Elias, Juan Acuña 322, Virreyes, México 10, D.F., Tel. : 28-12-25.

NEW ZEALAND, Ernest A. Kalnins, Architect, 28, Heberden Avenue, Christchurch S.E.3.
F. C. Korrick, 34, Beacon Hill Road, Wellington 1.

SWEDEN, Osterrikiska Statens Turistbyra, Stockholm C, Sturegatan 19, 5 tr, Tel. : 114645

UNION OF SOUTH AFRICA, Austrian State Tourist Department, 71, Walter Wise's Bldgs., Joubert Street, P.O. Box 7999, Johannesburg, Tel. : 22-5419.

USA., Austrian State Tourist Department, 48 E 48th Street, New York 17 (N. Y.), Tel. : MUrravhill 8-0355.

as well as the Aero Clubs belonging to the FAI and flying organisations in all countries.

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NEW ZEALAND

From Christchurch to Dunedin



S. H. Georgeson.

AS reported briefly in our last issue, S. H. Georgeson of Christchurch is now eligible for the Gold ' C ' having covered the 190 miles between Christchurch and Dunedin and reached a height of 22,000 feet, a gain in height of 14,000 feet.

He was towed off at 11.55 a.m. by the Chief Instructor to the Canterbury Aero Club, Mr. J. D. Neave, in a ' Tiger Moth.' At about 9,000 feet Georgeson in a ' Weihe ' released from the tug and after an hour and a half he found substantial lift which took him to 14,000 feet. In putting on his oxygen mask the clip broke and he was forced to hold the mask with his hand while he climbed to 22,000 feet. At that height it was very cold and he decided to head southwards. Over Mount Harper, the headquarters of the Rangitata, still at about the same altitude, the perspex canopy of the ' Weihe ' began to crack and shatter in the cold to the accompaniment of loud reports. He dropped to 14,000 feet over the Fairlie basin but gained good lift over the Hakataramea valley and climbed nearly to 22,000 feet again. Holding the oxygen mask in one hand was very difficult owing to the cold but fortunately conditions were smooth and he could concentrate well.

He lost height again between Hakataramea and Oamaru and dropped to 10,000 feet, but near Oamaru he found a lenticular cloud running for some forty miles in the direction he was travelling and by flying along the leading edge of the cloud he was able to keep in the lift. About 20 miles inland from Hampden he was again up to about 18,000 feet. From that point he started to lose height and came steadily down over the last twenty miles to the Dunedin aerodrome. He landed at Taieri airport at 4.55 p.m., exactly three hours after leaving Christchurch.

MARCONI NEWS—*continued from page* 18

Airborne equipment will be centred around a half scale model of the radio installation inside a typical civil airliner, the same model which was shown by the company at the recent Paris Aero Show. The ground equipment display will focus on a Marconi-I.A.L. control desk for use by air traffic controllers at airports.

The control desk will occupy almost the entire right-hand rear portion of the stand (looking from the front), and the model will be on its left. The desk will face the back of the stand and look through a sloping glass window onto a backcloth representation of an airport.

Radio equipment in the rack of the half scale model consists of : remotely controlled multi-channel VHF transmitter/receivers (type AD 115), an HF/MF high discrimination receiver (AD 94), an intercommunication station box (AD 401), 120-watt HF transmitters (AD 107B), pre-tuned HF receivers (AD 114) and automatic radio compasses (AD 7092A).

In addition each of the units will be displayed separately, in full scale, and two of them will be working. One of these is the AD 7092A and the other the AD 401, which will operate as if in use inside an aircraft.

The control desk is 10 ft. wide. In modern metal casing, it has been designed so that the controller can easily reach and see all his control and information devices, e.g. radio telephone communication between ground and air, barometer, wind speed and direction indicators, maps, airport telephones, and remote bearing indicators of the VHF direction finders (AD 200).

'MOONRAKERS' R.A.F. GLIDING & SOARING ASSOCIATION



THIS 'T.31' belongs to the 'Moonrakers' R.A.F. G.S.A. which is the Gliding and Soaring Club of Technical Training Command. We fly on a disused airfield at Keevil using an Auto-tow. There are five R.A.F. stations that actually belong to this club. Each has its own team of instructors, auto-drivers, pupils, 'bat-wavers,' etc. The photograph shows the R.A.F. Melksham team in operation, Q.F.I. Burt in the back-seat with S.A.C. Fothergill as pupil in front.

FOR SALE

SAILPLANE equipment. The undermentioned items are as new, and are for sale at a moderate figure.

Pullin Electric T.B.I. (Release note July 53). Smith's A.S.I. Cosim Variometer. Horn Variometer. Calibrated to 5 F.P.S. (This is a superb instrument). Sailplane Compass. Irvin. Sailplane Parachute. Box 500.

EON BABY, rebuilt, current C. of A., complete with instruments, wheel, brakes, open and bubble canopies, all in perfect condition. Also Irvin parachute, as new. Offers? D. Fleming, Barbush, Dunblane, Perthshire.

GRUNAU BABY, instruments, canopy and trailer, now at Dunstable. No C. of A. £125. Newley, 94 Lodge Lane, Collier Row, Romford.

WANTED

EON OLYMPIA sailplane, preferably with trailer. Full details to, The Secretary, Midland Gliding Club, Long Mynd, Church Stretton, Salop.

SLINGSBY SAILPLANES LIMITED

DESIGNERS AND CONSTRUCTORS OF SAILPLANES AND GLIDERS TO H.M. GOVERNMENT

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Training and Sports types in quantity production—

"T 21 B"
DUAL 2-SEATER TRAINER.

"TANDEM TUTOR"
2-SEATER TRAINER.

"PREFECT"
INTERMEDIATE SAILPLANE.

"KIRBY CADET" — "TUTOR"
TRAINERS.

"SKY"
HIGH PERFORMANCE COMPETITION SAILPLANE.
Superior to any Sailplane in production.
Gained 1st and 2nd Places in National Gliding Competition 1951.

★

WORKS :—

KIRBYMOORSIDE - YORKS.

"PIONEERS OF BRITISH GLIDING"

GLIDING IN MOROCCO

BEFORE the war, there were two glider centres in Morocco, la Daia at Rabat and one at Fez. A few years after the war, the la Daia centre closed down (the gliders being obsolete), and only the Fez centre continued to function, and that rather half-heartedly. It was then that the ' Service de la Jeunesse et des Sports ' decided to adopt gliding in Morocco as one of its sections, beginning with the one centre at Fez.

The foundation of the present glider club at Fez dates from 1946. The President is Mr. de Kerverseau, a member of an insurance firm, and the Vice-Presidents are the Messrs. Heyberger, father and son, who are dealers in coal and wood. Mr. Heyberger senior is, in addition, Chairman of the Board of the ' Motors Corporation ' representing General Motors The membership of the club is about 100, and the number of those actually learning to glide about 60. Since its inauguration, the club has awarded the following certificates :

129 ' B ' Certificates
77 ' C ' ,,
75 ' D ' ,,
9 ' E ' ,,

At the end of May, the number of flying hours was 5,244 H. and the number of flights 23,655.

The club has 17 gliders in service, which are as follows :

3 ' Caudron 800 '
1 ' Castel 25 S '
1 ' Castel 301 S '
2 ' S.A. 103 '
4 ' Nord 1300 '
2 ' Nord 2000 '
2 ' Wolf '
1 ' Avia 40 P '
1 ' Air 100 '

plus a high performance glider bought from Hamburg.

In addition, the club possesses :

2 ' Morane-Saulnier 315 ' towing-planes,
2 winches in poor condition, and
1 new winch bought from Hamburg.

Furthermore, the club does its own glider construction in a workshop in one of the hangars belonging to the ' Aéro-Club de Fez ' ; five ' S.A. 104's ' are also finished, and work has just been started on five more.

This summer, between the 1st July and the 30th September, the ' Service de la Jeunesse et des Sports ' is to organise a glider centre on the aerodrome at Ifrane. About fifteen gliders, two winches, and a ' Morane 305 ' towing-plane from the glider club at Fez will be assembled at Ifrane. Technical instruction, under the direction of Mr. Druesne, head of the glider centre at Fez, will include both an elementary and an advanced class. Similarly, performance trials will be carried out by qualified pilots. According to the experts, gliding conditions in this area are exceptionally good.

Finally, the ' Service de la Jeunesse et des Sports ' is now negotiating for a site at Azrou where a centre could quickly be established.

The ' Service de la Jeunesse et des Sports ' hopes in the future to re-open the la Daia centre at Rabat, and even to start glider centres at Marrakech and Casablanca, but the nearness of Camp-Cazes and Nouaceur, where there is considerable civil and military air traffic, constitutes a serious danger, and no solution has as yet been found to this problem.

F. NEYRENEUF.

R.A.F. CADETS PLAN EXCITING VACATION

SUMMER vacation this year for over 300 flight cadets of the Royal Air Force College, Cranwell, Lincs., holds a promise of exciting activities ranging from deep-sea fishing off the Shetlands to long-range flights to the Mediterranean in R.A.F. aircraft.

It is the practice of the College to encourage cadets to take part during vacations in expeditions of various kinds which develop the initiative of those taking part, broaden their horizons by travel and generally strengthen character by introducing them to new and interesting experiences.

A large number of these expeditions are arranged by the Cadets' Activities' Organisation which at present consists of ten sections each specialising in one form of activity and run by the cadets themselves under the supervision of an experienced officer. Cadets plan their own operations and organise their own expeditions.

Twenty cadets will visit Scharfoldendorf, Germany, for gliding practice where they will gain experience of ridge soaring and many will attempt to obtain their Silver ' C ' certificates.

'Wings for Pauline'

A 16 mm. sound copy of the film 'Wings for Pauline' is available for hire from 'Sailplane'. Price £1.1.0. Write for details.

ROYAL AERO CLUB CERTIFICATES

(Issued under delegation by the B.G.A.) JUNE, 1953

CERTIFICATES 'A' .. 162 (16352-16513)
'B' .. 165
'C' .. 19
Silver 'C' 3
Gold 'C' 1

'B' CERTIFICATES

No.	Name.	A.T.C. School or Gliding Club.	Date taken
8017	J. Rabbetts	No. 89 G.S.	21. 3.53
5093	R. G. Day	Bristol G.C.	13. 6.53
13578	I. J. Lewis	No. 68 G.S.	26.10.52
13606	D. L. Nicolle	No. 89 G.S.	11. 4.53
13765	R. Way	No. 42 G.S.	7. 4.53
14007	I. D. Lockhart	No. 26 G.S.	21. 6.53

SOARING

Your Emblem

Have you earned a gliding or soaring certificate? Then you have something which very few people in the country, and even in the world, possess.



The A GLIDING BADGE



The B GLIDING BADGE



The C SOARING BADGE



Silver C and Golden C

SOARING BADGES

The A, B, C, Silver C and Golden C badge you received is different from the usual emblem you see people wearing. In most cases the buttons in people's lapels signify that their subscriptions are paid up. In your case it means more than payment of dues. It means you've done something. It means that, without a motor, you are striving to outdo the flight of birds. Wear your badge—and wear it proudly!

No.	*Name.*	*A.T.C. School or Gliding Club.*	*Date taken*
14050	P. L. Baker	No. 82 G.S.	30.11.52
14329	G. L. McVeigh	No. 203 G.S.	30.11.53
14486	C. Kingston	No. 48 G.S.	24. 5.53
14955	E. L. Matthews	Bristol G.C.	23. 6.53
15273	J. Burgess	Scottish G.U.	24. 5.53
15870	G. T. Kemp	No. 102 G.S.	25. 5.53
16352	C. J. Hodgson	No. 168 G.S.	31. 5.53
16353	J. D. H. Yeadon	No. 89 G.S.	11. 4.53
16354	D. J. Grain	No. 130 G.S.	6. 4.53
16355	M. J. Beckwith	No. 104 G.S.	5. 4.53
16356	H. T. Gowan	Halton Apprentices G.C.	20. 5.53
16357	Gillian Horsfield	Southdown G.C.	25. 5.53
16358	J. G. Heath	No. 2 G.S.	26. 4.53
16359	D. Field	No. 22 G.S.	24. 5.53
16360	G. C. Hudson	R.E. G.C.	10. 5.53
16361	R. F. Bateson	No. 125 G.S.	31. 5.53
16362	C. F. J. Watts	No. 84 G.S.	19. 4.53
16363	T. H. Benson	No. 168 G.S.	31. 5.53
16364	B. Clayton	No. 168 G.S.	24. 5.53
16365	D. A. Varley	No. 146 G.S.	31. 7.52
16366	I. W. Wildman	No. 106 G.S.	31. 5.53
16367	P. J. English	No. 89 G.S.	11. 4.53
16368	D. P. G. Hamon	No. 89 G.S.	11. 4.53
16369	K. P. Butcher	No. 146 G.S.	24. 5.53
16370	G. O. Forder	No. 104 G.S.	25. 5.53
16371	A. F. Goddard	No. 82 G.S.	10. 5.53
16374	J. D. Worrall	No. 146 G.S.	8. 3.53
16375	B. Dickson	No. 49 G.S.	3. 5.53
16376	D. S. Crossley	No. 23 G.S.	31. 5.53
16377	L. R. Cuttler	No. 168 G.S.	24. 5.53
16378	A. Knight	No. 141 G.S.	10. 5.53
16379	D. A. Wood	Yorkshire G.C.	30. 5.53
16381	J. L. Hayday	No. 89 G.S.	24. 5.53
16382	N. P. Reypert	No. 89 G.S.	24. 5.53
16383	F. M. Pope	No. 89 G.S.	25. 5.53
16384	T. T. Morgan	No. 89 G.S.	23. 5.53
16385	B. T. J. Peters	No. 89 G.S.	23. 5.53
16386	P. B. Edwards	Halton Apprentices G.C.	4. 6.53
16387	W. A. Martin	No. 122 G.S.	22. 3.53
16388	A. T. Braollard	No. 26 G.S.	31. 5.53
16389	S. Chenna Keshu	Coll. of Aeronautics	31. 5.53
16391	E. C. Bailey	No. 125 G.S.	31. 5.53
16392	D. H. Griffin	No. 183 G.S.	10. 5.53
16393	H. O. Robertson	No. 2 G.S.	17. 8.52
16394	R. F. O. Kemp	Hameln G.C.	25. 5.53
16395	K. W. Riley	Army G.C.	5. 5.53
16396	B. Smith	No. 146 G.S.	23. 5.53
16397	A. E. R. Barkes	No. 22 G.S.	7. 6.53
16398	B. Chart	Southdown G.C.	6. 6.53
16399	J. H. Knowles	No. 31 G.S.	5. 6.53
16400	N. A. Myers	No. 31 G.S.	7. 6.53
16401	R. B. Nelson	No. 31 G.S.	6. 6.53
16402	E. L. Rutherford	No. 31 G.S.	7. 6.53
16403	D. Thirlwall	No. 31 G.S.	6. 6.53
16404	M. A. Towell	No. 84 G.S.	24. 5.53
16405	L. F. Freeman	Coventry G.C.	7. 6.53
16406	R. G. Croft	No. 102 G.S.	31. 5.53
16407	G. S. Larkins	Cranwell Coll. G.C.	10. 5.53
16408	P. A. Lazarus	Halton Apprentices G.C.	5. 6.53
16409	C. P. Albon	No. 104 G.S.	7. 6.53
16410	J. R. Badley	No. 22 G.S.	7. 6.53
16411	F. Jenkins	No. 31 G.S.	7. 6.53
16412	A. L. Allinson	Luneburg G.C.	21. 1.53
16413	D. H. Jones	Deeside G.C.	3. 2.52
16414	G. E. Ashton	London G.C.	24. 5.53
16415	T. A. Rouse	No. 102 G.S.	6. 6.53
16416	P. M. Durman	No. 143 G.S.	7. 6.53
16418	D. R. Kingley-Johnson	No. 104 G.S.	5. 4.53
16419	A. Petrie	Luneburg G.C.	21. 3.53
16420	J. C. Clifford	No. 166 G.S.	26. 4.53
16421	W. F. Hamilton	No. 203 G.S.	7. 6.53
16422	M. H. Morelle	No. 166 G.S.	10. 5.53
16423	S. H. Balam	London G.C.	21. 3.53
16424	D. S. Moss	No. 104 G.S.	5. 4.53
16425	J. Wilkinson	Southdown G.C.	6. 6.53
16426	G. C. Campbell	Wahn G.C.	18. 5.52
16427	D. W. Johnson	No. 42 G.S.	15. 3.53
16428	R. A. Robertson	No. 2 G.S.	26. 4.53
16429	J. R. H. Buckley	No. 49 G.S.	3. 5.53
16430	W. A. Webb	No. 125 G.S.	7. 6.53
16431	R. Flack	No. 104 G.S.	25. 4.53
16432	D. C. Hayward	No. 125 G.S.	7. 6.53
16433	D. J. C. Potts	No. 104 G.S.	6. 4.53
16434	J. N. Tuckwell	No. 104 G.S.	31. 5.53
16435	S. R. Coning	No. 24 G.S.	3. 5.53
16436	R. S. Plane	No. 24 G.S.	24. 5.53
16437	R. P. Cooke	No. 68 G.S.	28.12.52
16438	R. E. Wellsbury	No. 42 G.S.	24. 5.53
16439	D. J. Thompson	No. 125 G.S.	14. 6.53
16442	R. W. Tribe	R.E. G.C. (Chatham)	14. 5.53
16443	P. J. Bright	No. 125 G.S.	31. 5.53
16444	H. A. Moore	Bristol G.C.	13. 6.53
16445	I. M. West	No. 89 G.S.	3. 5.53
16446	J. K. Neale	No. 141 G.S.	14. 6.53
16447	E. A. Cornelius	No. 44 G.S.	7. 6.53
16448	E. C. F. Wood	No. 89 G.S.	9. 5.53
16449	C. H. Frampton	No. 89 G.S.	21. 3.53

No.	Name.	A.T.C. School or Gliding Club.	Date taken
16450	J. A. Macleod	No. 7 G.S.	26. 4.53
16451	M. R. Sheridan	No. 125 G.S.	14. 6.53
16452	J. Tolley	Oxford G.C.	6. 6.53
16454	J. R. Goatham	Halton Apprentices	6. 6.53
16455	S. A. Chuter	No. 146 G.S.	6. 6.53
16456	R. E. Collard	No. 166 G.S.	24. 5.53
16457	Louis Kennett	No. 166 G.S.	7. 6.53
16458	R. H. J. Nunn	No. 26 G.S.	14. 6.53
16459	K. McDonald	Cranwell Coll. G.C.	10. 5.53
16460	P. T. D. Speedy	R.E.G.C. (Chatham)	28. 5.53
16461	B. N. Newton	No. 24 G.S.	3. 5.53
16462	J. D. Price	Empire Test Pilots S.	25. 4.53
16463	L. S. West	No. 48 G.S.	1. 8.52
16464	E. Dennison	Derbyshire & Lancashire	6. 5.53
16465	A. R. I. Cruickshank	No. 105 G.S.	6. 6.53
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16474	B. F. Howe	No. 130 G.S.	22. 3.53
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16495	J. G. Walker	No. 166 G.S.	26. 4.51
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16503	G. Smith	No. 146 G.S.	27. 6.53
16504	S. G. Cox	Bristol G.C.	26. 6.53
16505	D. Dawson	No. 146 G.S.	26. 6.53
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16507	A. H. P. Moore	No. 126 G.S.	28. 6.53
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16509	D. K. D. Foster	Midland G.C.	20. 6.53
16510	H. Divers	No. 102 G.S.	27. 6.53
16511	G. Kelly	No. 2 G.S.	29. 6.53
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'C' CERTIFICATES

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5090	E. W. Coe	No. 146 G.S.	25. 6.53
14174	M. H. J. Barnard	Cambridge U. G.C.	29. 3.53
14495	G. Marshall	Scharfoldendorf G.C.	19. 3.53
14835	J. H. Lipscombe	Southdown G.C.	21. 6.53
15601	P. A. Crabtree	Southdown G.C.	31. 5.53
16343	Margaret Crabtree	Southdown G.C.	21. 6.53
16395	K. W. Riley	Army G.C.	7. 5.53
16412	A. L. Allinson	Luneburg G.C.	14. 5.53
16413	D. H. Jones	Deeside G.C.	16. 5.53
16419	A. Petrie	Luneburg G.C.	25. 5.53
16423	S. H. Balam	London G.C.	6. 4.53
16426	C. H. Campbell	R.A.F. Wahn G.C.	10. 4.53
16462	J. D. Price	Empire Test Pilots S.	26. 4.53
16464	E. Dennison	Derbyshire & Lancashire	26. 5.53
16468	B. J. Hulley	Midland G.C.	2. 5.53
16484	P. H. Lockwood	Yorkshire G.C.	29. 8.52
16494	W. R. Keatinge	London G.C.	20. 5.53
16501	F. Steinhobel	Gloucestershire G.C.	12. 7.51
16509	D. K. D. Foster	Midland G.C.	26. 6.53

SILVER 'C'

No.	Name.	A.T.C. School or Gliding Club.	Date taken
422	Robert Barwell	B.A.O.R. G.C.	26. 5.53
423	Bernard Plummer	B.A.O.R. G.C.	17. 5.53
424	John Price	Empire Test Pilots S.	31. 5.53

GOLD 'C'

No.	Name.	A.T.C. School or Gliding Club.	Date taken
13	J. S. Armstrong	Derbyshire & Lancashire	1. 6.53

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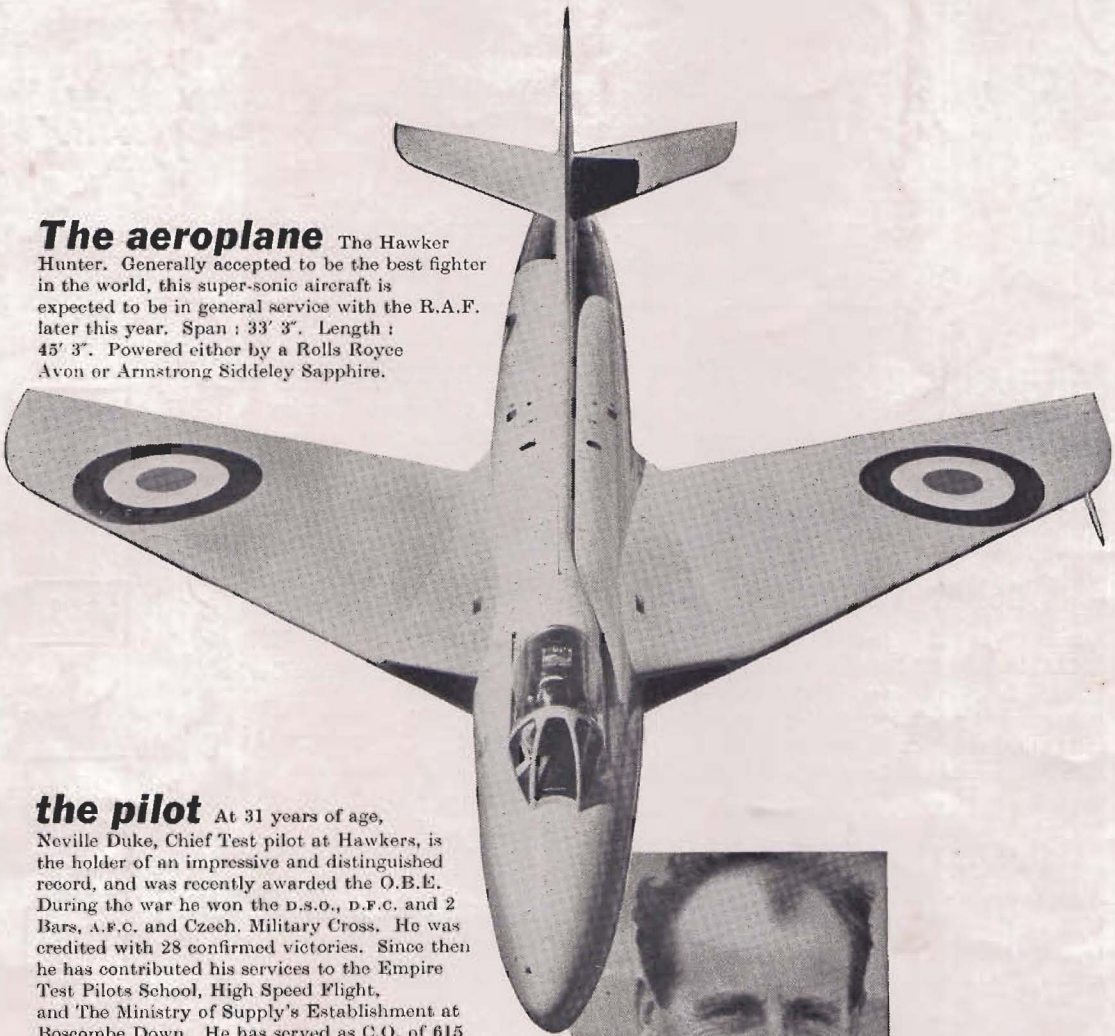
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