SAILPLANE

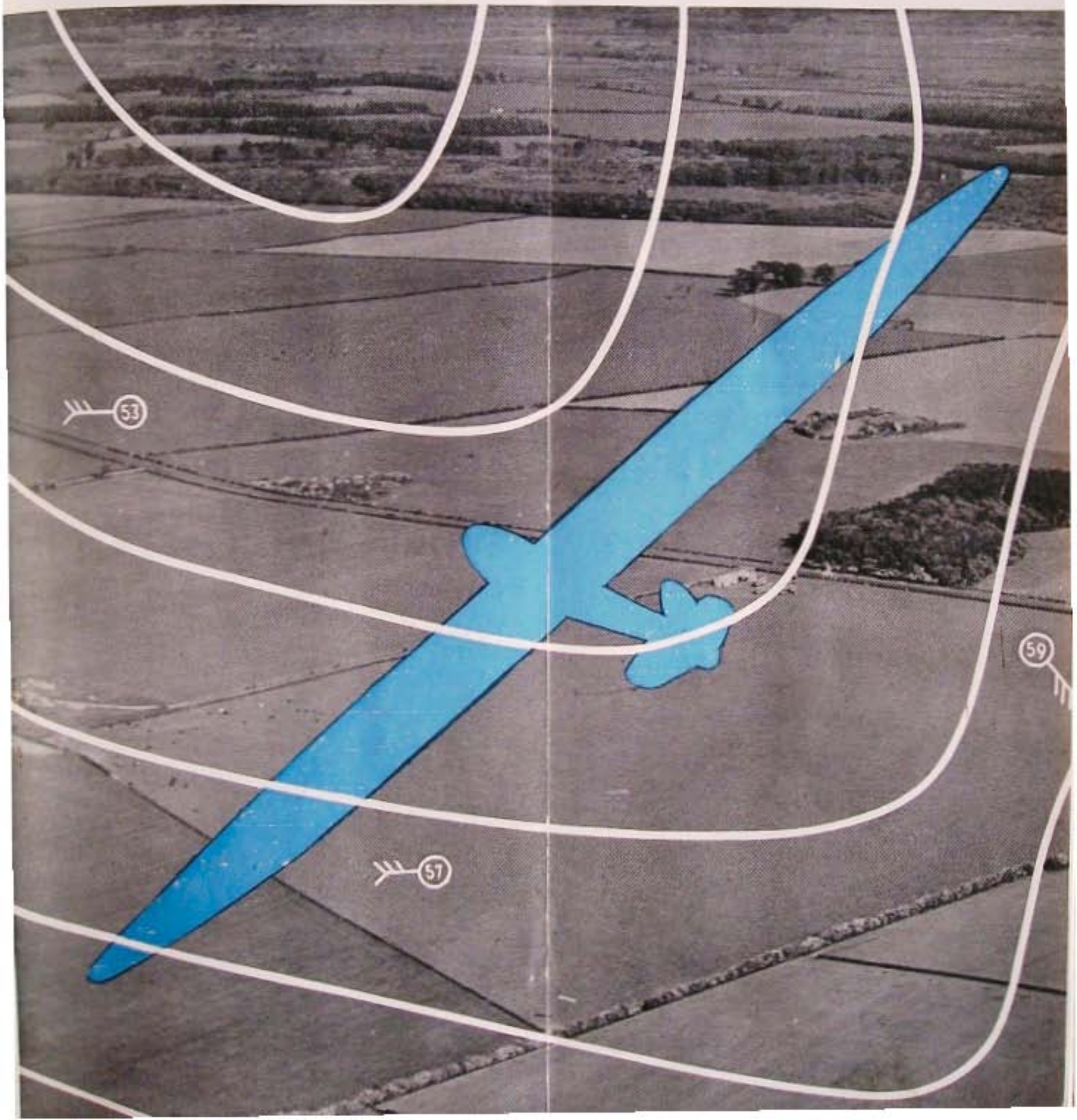
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Official Organ of the British Gliding Association

EDITED BY ALAN E. SLATER



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THE SAILPLANE *and* GLIDER

Official Organ of The British Gliding Association

Editorial Offices: 13, VICTORIA STREET, LONDON, S.W.1 Telephone: Victoria 9153-4

Vol. 6 No. 9 SEPTEMBER, 1935 Published Monthly

The Sutton Bank Competitions

THIS year's annual competitions of the British Gliding Association showed, as was expected, an all-round improvement over last year, but more particularly in certain special directions. One of these is the skill of the pilots, which was reflected in a considerable increase in the amount of cross-country flying, in spite of the fact that several of the best pilots in the country were unable to be present at the meeting. Then there are the new British types that were seen for the first time—the interesting "Penrose Special," the KIRBY KITE, which put up the longest distance, and the HJORDIS, which seems to have a simply phenomenal performance. We must also mention the winch, which was used for nearly all the launches this year, a fact which speaks for itself as to the efficiency and skill with which it was worked.

As usual, the success of the meeting was made possible by a large number of people who worked unobtrusively on the jobs which required doing at ground level; among them Captain Stratton, who was in charge of flying, and Miss Sinclair, who acted as time-keeper. THE SAILPLANE is also indebted to Mr. Bell for collecting much information from pilots; to Mr. Brooke for his delightful sketches, and to the many who have sent photographs.

The list of machines given overleaf shows certain changes from that published in our last issue. Several which were expected did not turn up, and others were entered too late for inclusion in the list. Among the former, the CRESTED WREN has been sold, we understand, to a gentleman who attended the Dunstable camp. The RHÖNADLER has not, we hear, yet found a purchaser; the late Eric Collins could not in any case have flown it at the meeting, as he had a contract with Sir Alan Cobham which would have prevented him from coming.

The following are the machines present which were not included in last month's list:—

No. 7—FALCON I. This was taken over by Mr. Laver (Dorset Club) for the duration of the meeting and for one week afterwards.

No. 11—GRUNAU BABY II. Built by Mr. Dunning, of the Southdown Gliding Club, this brand-new machine is the property of Mr. A. H. Reffell. It has an effective colour scheme of light blue and cream.

No. 20—PEGASUS (or "Penrose Special"). The surprise of the meeting was the appearance of this diminutive sailplane, and the remarkable performance it put up for its size. It was designed by its pilot, Mr. H. J. Penrose (Dorset Gliding Club), who is test pilot at the Westland Aircraft Works, Yeovil, and was built by him, with the help of his wife, in his own house at North Coker. It took two years to construct, and its dimensions appear to have been influenced by those of the said house; for instance, the length of the fuselage (without tail) is 12 ft. 6 in., which is equal to the distance from top to bottom of Mr. Penrose's staircase. Most of the machine, however, was built in a spare bedroom, and the wing is in three parts. Its dimensions are: span, 34 ft.; length over all, 15 ft.; area, 90 sq. ft.; weight empty, 133 lbs.

No. 26—PRÜFLING. This machine had just been completed by a few members of the Southdown Club, and was finished in a smart get-up of blue and white. It was flown by Messrs. Hatcher and Jameson; the latter took the opportunity to get his "C" on August 27th with a flight of 12 minutes.

Correction. No. 12—KIRBY KITE. Please note that the span of this machine is 47 ft., not 57 ft. as stated in our last issue (page 118).

Prizes and Awards

Distance

CLASS I.—1st: J. C. Neilan, 54½ miles to Garton, near Withernsea, in KIRBY KITE. He also obtains the **Wakefield Trophy** for record distance obtained since conclusion of previous year's competitions. 2nd: C. Nicholson, 48 miles to Catfoss Aerodrome, near Hornsea, in RHÖNBUSSARD.

CLASS II.—No distance achieved over the 20 miles minimum.

Altitude

CLASS I.—1st: P. A. Wills, 5,400 ft., in HJORDIS. He also obtains the **De Havilland Cup** for record height since previous competitions. 2nd: C. Nicholson, 4,800 ft., in RHÖNBUSSARD.

CLASS II.—1st: R. G. Robertson, 3,000 ft., in GOLDEN WREN. 2nd: A. L. Slater, 2,950 ft., in GOLDEN WREN.

Out and Return

CLASS I.—1st: P. A. Wills, 24 miles to Arncliffe Hall and back, in HJORDIS. He also obtains the **Manio Cup.**

CLASS II.—No out and return flight completed.

Goal Flight

W. E. Filmer, 11 miles to Welburn Aerodrome, in GRUNAU BABY.

List of Machines

Aircraft.	*No.*	*Pilots.*	*Total Flying Time.*
Hjordis	1	Wills	9 hrs. 20 mins.
Rhönbussard ...	2	Nicholson, Cooper ...	20 ,, 11 ,,
Grunau Baby ...	3	Liddell	4 ,, 34 ,,
Grunau Baby ...	5	Filmer...	3 ,, 37½ ,,
Falcon	6	Wynne, Metcalfe, Slingsby	16 ,, 31 ,,
Falcon	7	Laver, Slingsby ...	11 ,, 24 ,,
Falcon	8	Cooper, Hardwick, Hastwell, Nicholson, Rainey, Sharpe, Wills, Wordsworth	3 ,, 40 ,,
Scud II.	9	Briscoe, Bergel, Wills	6 ,, 44½ ,,
Scud II.	10	Harris	— ,, — ,,
Grunau Baby ...	11	Reffell, Bergel ...	3 ,, 41 ,,
Kirby Kite	12	Neilan, Slingsby, Bergel	9 ,, 44 ,,
Tern...	13	Little	1 ,, 48 ,,
Falcon III.... ...	15	Slingsby, Hiscox, Bergel	2 ,, 37 ,,
Scud II.	16	Barker, Bergel ...	5 ,, 27 ,,
Golden Wren ...	18	Smith, Slater, Robertson	15 ,, 35 ,,
Blue Wren	19	Bell	8 ,, 45 ,,
Pegasus	20	Penrose	6 ,, 29 ,,
Stedman	23	Stedman	2 ,, 22½ ,,
B.A.C. VII. ...	24	Falla	— ,, 4 ,,
Prüfling	26	Hatcher, Jameson ...	1 ,, 25 ,,
Total flying time for the Meeting ...			...134 hrs. 19½ mins.

Saturday, August 24th

BY 2.30 p.m., when the meeting was officially due to open, a pall of mist which had covered the ground in the morning had been dispersed by the arrival of a wind. But it was an east wind, so nothing could be done but a few winch launches. Laver tried out the Dorset Club's new FALCON, and Slingsby showed his KIRBY KITE to the public for the first time, but many of the other machines had not yet arrived.

Flights on Saturday, August 24th

Aircraft.	*No.*	*Pilot.*	*No. of Launches.*
Grunau Baby ...	5	Filmer	1
Falcon	7	Slingsby	1
Falcon	7	Laver	1
Scud II.	9	Wills	2
Kirby Kite	12	Slingsby	2
Stedman 2-Seater ...	23	Stedman ...	6

Total launches: 13. Total flying time: 18 mins.



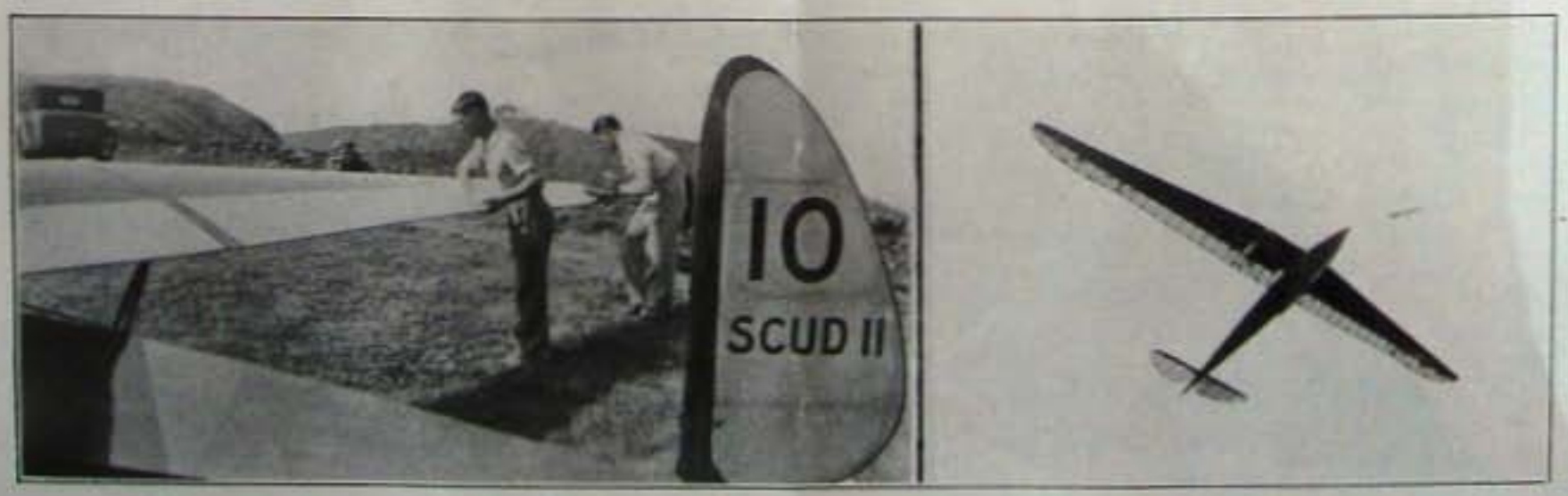
R. P. Cooper just maintaining height in the "Rhönbussard" in a light wind.

[Photo by N. P. Metcalfe.

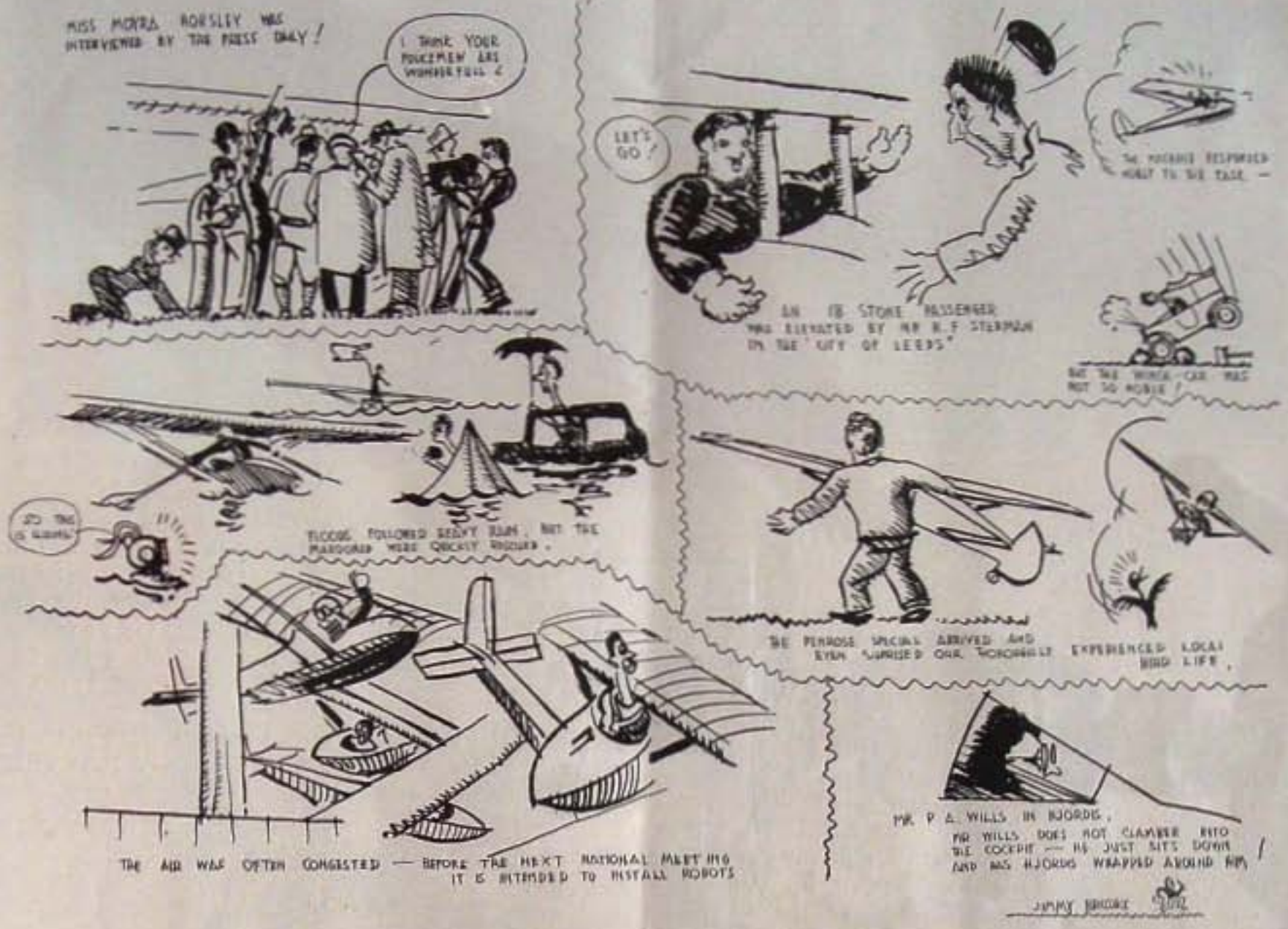
Sunday, August 25th

Throughout most of the day the wind direction was no better; large numbers of the public, however, had turned up to see something, so after 2 p.m. (the hour at which the Ecclesiastical Commissioners allow flying to begin) a spot-landing competition was organised, pilots having to put down on a five-foot square from a release off the winch cable. Cooper, in a FALCON, got within eight yards; Filmer, in his GRUNAU BABY, seven yards, and then six yards; while Nicholson sat the FALCON down on the spot. Stedman was going up and down throughout the day with passengers, and put in as many as 13 launches.

One of the two machines fetched over from Ulster suffered misfortune on its very first flight, when Harris



The Ulster Club's "Scud II": showing Mr. Wynne and Mr. Metcalfe polishing its wings, and (right) Mr. Harris taking it up on the winch cable.



developed a spin on coming in to land. Unauthorised cinema operators rushed to the spot; although hotly pursued by officials, one of them appears to have got away with a few feet of real close-ups, which were exhibited at a news theatre in London a day or two later. Friends of Ivan Harris (and especially those who mistook a cut forehead for a split skull) will be glad to hear that he is doing very well, and the broken main spar in his left thigh has been successfully re-assembled.

In the evening the wind veered to south—too late.

Flights on Sunday, August 25th

Aircraft.	*No.*	*Pilot.*	*Launch.*	*Landing.*
Kirby Kite	12	Slingsby	12.50	12.52
Scud II.	10	Harris	13.09	crashed
Falcon	8	Wills	14.01	14.02
Kirby Kite	12	Slingsby	14.16½	14.17½
Falcon	8	Nicholson	14.27	14.28
Falcon	8	Cooper	14.41½	14.42½
Falcon	8	Nicholson	14.51	14.52
Grunau Baby	5	Filmer	15.08	15.08½
Scud II.	9	Briscoe	15.17½	15.18
Stedman 2-Seater	23	Stedman	15.32	15.33
Grunau Baby	5	Filmer	15.40	15.40½
Rhönbussard	2	Nicholson	16.14	16.15
Stedman 2-Seater	23	Stedman	16.22½	16.23½
Rhönbussard	2	Cooper	16.41	16.42
Grunau Baby	5	Filmer	16.48	16.49
Stedman 2-Seater	23	Stedman	16.56	16.57½
Falcon	7	Laver	17.14	17.15
Stedman 2-Seater	23	Stedman	17.22	17.23
Stedman 2-Seater	23	Stedman	17.35	17.36
Falcon	8	Hastwell	17.42	17.43
Stedman 2-Seater	23	Stedman	8 launches	
Falcon	8	Wordsworth	18.44	18.45

Total launches: 29. Total flying time: 28¼ mins.

Monday, August 26th

Real soaring flight got under way at last, with a south-westerly wind due to an approaching depression. Twelve machines went up, and flights of about 1½ hours each were done by Nicholson in RHÖNBUSSARD, A. L. Slater in GOLDEN WREN, and Wills in HJORDIS. Nicholson gradually got up to about 1,500 ft. over the northern end of the bowl, the GOLDEN WREN was not quite so high; later, the HJORDIS joined them.

For the Daily Prize, a flight to Welburn aerodrome was set, but no one could get up high enough for the attempt to be worth making, and the wind was not strong enough to be of much help in flattening the down-wind gliding angle.

The depression arrived during the afternoon.

Flights on Monday, August 26th

Aircraft.	*No.*	*Pilot.*	*Launch.*	*Landing.*
Rhönbussard	2	Nicholson	11.00	12.30
Golden Wren	18	Slater, A. L.	11.16	12.42
Grunau Baby	5	Filmer	11.43½	11.46½
Hjordis	1	Wills	11.56	13.24
Blue Wren	19	Bell	12.15	12.17
Falcon	6	Slingsby	12.34½	12.45½
Scud II.	16	Barker	12.47	13.01
Scud II.	9	Briscoe	13.02	13.20
Rhönbussard	2	Cooper	13.11	13.57
Falcon	7	Laver	13.26	14.25
Grunau Baby	11	Reffell	13.42	14.00
Falcon	6	Wynne	13.36	14.30
Falcon III.	15	Hiscox, Slingsby	14.07	14.20
Falcon	8	Hastwell	14.16	14.23
Scud II.	16	Barker	14.30½	14.44½

Total launches: 15. Total flying time: 8 hrs. 43 mins.



Looking for thermals under a cirrus sky. [*Photos by G. L. Bell.*

Tuesday, August 27th

After the trough, the polar air. A rain gauge at Thirsk, registering 1.65 ins., confirmed the general impression that it had been a wet night. But the widespread puddles in the morning reflected a hopeful sign —cumulus clouds bowling along in a W.N.W. breeze. Everything pointed to a day of spectacular flying, and it was not long before Neilan was seen disappearing eastwards in the KIRBY KITE. He landed 6½ miles short of Withernsea; as this town is 61 miles from Sutton Bank, this was the figure broadcast from the loud speaker van and, in consequence, generally adopted by the Press. He was soon followed by Wills in HJORDIS, who went 32 miles in a more southerly direction, and got up to 5,400 ft. by flying partly inside clouds. Barker was next away in his SCUD II., and got about 15 miles to the E.S.E. Filmer, in his GRUNAU BABY, fulfilled yesterday's Daily Prize conditions by landing 11 miles away at Welburn Aerodrome, and finally Nicholson, who had already been up an hour and a half, made away to Catfoss Aerodrome, 45 miles, putting up the second best distance of the day. These flights are described in detail later.

Nearly every available machine took the air, and a record total of 41 hours' flying was done. Another record was made when 12 machines were seen in the air simultaneously, a 50 per cent. improvement on last year's best. Among other flights, mention should be made of a height of 3,000 feet achieved by Robertson in the GOLDEN WREN. The STEDMAN two-seater was busy as usual, taking up passengers, as was also the FALCON III. Stedman, however, had a bit of trouble landing in the car park field, where he could only avoid the cars by hitting the wall. Colin Campbell, aged 12, was also in the way, and was caught in the back, but without suffering structural damage; being a son of a member of the Essex Gliding Club, he knew instinctively what to do, and threw himself flat on the ground.

In the evening it became known that Wills was to broadcast about the meeting from the North Regional station at Leeds. At 6 o'clock a large crowd duly gathered round the loud speaker van, and listened in patience to tales of Hopping in Kent, a Plague of Crickets, the Sports Bulletin, the Fat Stock Prices, and the gambling news from the Stock Exchange (as Belloc would say). But instead of Wills's voice they then got the Northern Farmers' Bulletin, and were finally dispersed by the announcement: "We will now play you a few gramophone records." A smaller crowd gathered at 9.40, but merely got the same again: The hoppery in Kent, the plaguery of crickets, and all the rest, but still no Wills. Only a few faithfuls who collected for the 10 o'clock news heard him at last.

During the day some model gliders were soared on the West Slope, and one did a duration of 105 seconds.

Individual accounts of the distance flights now follow.

Down and Across

By J. C. NEILAN

Tuesday was the first decent day on which I was present at Sutton Bank for the competitions. I will leave a description of the weather conditions to the meteorologists. I got up to about 400 ft. with a winch launch, cast off, and started along the ridge. Almost immediately I ran into a large and hefty thermal current, so I circled, and got up to about 3,300 ft. before starting off down-wind, leaving Nicholson still circling in the RHÖNBUSSARD. This was the last I saw of any other gliders that day. Near Malton I got a good cloud current, in which I circled right up through the cloud, coming out a bit over 4,000 ft., according to an aneroid which usually reads about 10 per cent. low. My barograph, of course, didn't work! Continuing down-wind, I got a few more ups and downs, and nearly reached Bridlington before turning across wind in a southerly direction, making for Catfoss Aerodrome, where I thought of landing. However, I picked up another cloud current, and then beetled off south again. The rest of the flight was a fairly rapid glide through a down-current, and I came down eventually at Garton, a few miles north-west of Withernsea, having covered a straight-line distance of 54½ miles, stretched out to 61 by the gentlemen of the Press.

Sutton Bank to Catfoss

By C. NICHOLSON

10.45.—Rather sticky launch by bungy over West Slope. All excited and unable to wait for winch to be moved. Hill lift up to about 700 ft. Determined to reach cloud base (about 3,300 at this time) before set-



ting off for Welburn Airdrome (prize of £1 for pilots not having done a cross-country of over 10 miles).

12.10.—After twice returning to hill from fickle thermics which evaded me at about 2,000, got carried too far down-wind and found myself committed. Height about 2,500.

12.30.—Over Welburn. Up to 2,500 again from 1,500 after endless circlings. Succeeded in unfolding map (no mean feat). Set off at 45 m.p.h. air speed due south by pocket compass—nose pointing W.S.W. Course from now on, zig-zag. Due south in down-draughts; due east in up-draughts.

13.0.—Over Great Driffield with conditions apparently getting better. Into cloud base at last—4,000 ft. and anxiety over "Silver C" height set at rest. Spotted yellow power-plane towing drogue, and a few seconds later Catfoss, and further Fairey "Gordons." Mesmeric effect of Airdrome—calling up ideas of easy landing, protection for machine, telephone, and R.A.F. hospitality. However, a glance at my watch told me I might reasonably expect active conditions for another 2½ hours (two days later, during my "five hours," found myself at 4,800 ft., at 6.15 p.m.). Found Brough Airdrome on map. Seemed a sensible area to attempt to cross the Humber, even if a bit up-wind.

14.0.—Promising-looking clouds over Beverley produced only very weak support, and much circling with little gain of height found me about four miles S.W. of Catfoss.

14.10.—Zero on variometer, immediately followed by down-draught.

14.20.—All flying held up on Airdrome while I made S-turns from 500 down to 300. Variometer became temporarily optimistic and some tight circles took us to 800 again. No good. Air like silk. Slipped in to a landing at 2.32 p.m.

14.45.—Surreptitiously got rid of chewing gum, given me by Cooper immediately before take-off.

14.45½.—Started fitting C.O. with some difficulty into cockpit.

15.0.—Still trying to get C.O. out. . . BUSSARD looking very nice beside a "Gordon." General incredulity and amusement at the size of my tool-kit—hammer, drift and special spanner. . . Wing lifted off by at least two dozen solicitous airmen.

15.30—18.30.—Tea, beer, cigarettes, under a fire of good-humoured questions, R.A.F. hospitality leaving nothing to be desired. Tip: Buy yourself a proper map; mine only marks civil landing grounds.

In retrospect and in all seriousness, any sort of a compass is immensely valuable; fairly tight circles are essential—I timed what I thought was a good steep one later at 30 seconds; 18 is nearer the mark.

Lastly, fly a BUSSARD—preferably "maintained" by Zander & Weyl.

Hitting the Dunstable Trail

P. A. Wills, in the HJORDIS, had with him a map on which he had ruled a straight line from Sutton Bank to Dunstable Downs, or at any rate as much of the line as could be included on the map. Hence his general direction was S.S.E.

When he took off, there was so much thermal activity about that the amount of lift due to the hill was hardly discernible. He got to 3,500 ft. over Helmsley, but as that wasn't in the right direction he came back again to the South Slope, still at 3,500. He then saw a cloud street to the west, curved as shown herewith. Under



its north-eastern end was Neilan, and, lower down, Nicholson, who was circling. So Wills got under the leading edge of the cloud and found lift at 3 ft. per second, but noticed that the other two were going up faster. However, at the western end of the "street" his variometer showed 7 ft. per second rise, and vigorous circling brought him to cloud base level at 4,000 ft. He proceeded to fly blind inside the cloud, finding it very rough and messy, but climbed another 500 ft., after which he got out of it by steering S.S.W. by compass, and then had a good view of the cloud bases.

The HJORDIS then sank to 2,800 ft., but over Castle Howard more lift was found, at 6 to 7 ft. per second, and the cloud base was again reached by circling up to the same level as before. Wills then switched on his blind flying instruments and did circles half in and half out of the cloud, this manœuvre proving very successful and taking him up to 5,400 ft. The lift appeared to be only on the S.W. edge of the clouds (the wind was W.N.W.). The pilot went on southwards, using more clouds; they were mostly in the form of "streets," which he had to "cross." (When gliding becomes really popular, no doubt the cautious pilot will look carefully to right and left before crossing a "street.")

At 1 p.m. he was over York. Six miles S.E. of this city there was a big "street," but it gave no lift; neither



Two new British designs which gave an excellent account of themselves: the "Kirby Kite" (left) by F. N. Slingsby, and the "Hjordis" (right) by G. M. Buxton. Both were built at Mr. Slingsby's works at Kirbymoorside.

did a large cumulus. Street formation appeared to be diminishing, and Wills steered down-wind for a thin part of the Humber. There was no more lift, so he went on down-wind towards Howden, to increase his distance, and landed at Gribthorpe on the Sutton Bank-Dunstable line.

A First Cross-Country Attempt

L. H. Barker, in his SCUD II., took off soon after mid-day and began with half-an-hour's hill soaring at 300 to 400 ft., once finding himself unpleasantly close to another SCUD and a GRUNAU. He then had a thermal to himself, and rose from 400 to 800 ft. at the rate of five subdivisions on his Collins variometer. He went on circling and his rate of climb increased, until at 1,800 ft. he overshot the thermal down-wind, due to his flying directly underneath the associated cloud and not allowing for the thermal column being sloped away from the wind. He then climbed again more quickly to 3,000 ft., finding himself two miles south of Helmsley, then quicker still to 3,500 ft., at which height he was only some 200 ft. below the cloud base.

Not wishing to go into the cloud, Barker side-slipped the SCUD and watched the variometer, but to his surprise this went on registering a rise, and he had slipped off a whole 1,500 ft. before suspecting that the instrument was playing him false. Actually the explanation was that the variometer was connected to the pitot belonging to the air speed indicator, so that the side-slip had made it go all queer. (He now has a separate static tube for the variometer and all is well.)

While reasoning all this out, Barker lost another 500 ft. of height, so he went on down-wind and tried to pick up something over a village, but got only a small thermal. He carried on above the railway to Malton, but the fields there were all oblong and lay across the wind, so he retraced his course. Then, preparing to land, he heard a great chorus of laughter floating up from below; it turned out afterwards to have come from a squad of farm labourers when they suddenly realised that he had no engine. They descended heartily upon him when he landed, together with the farmer, who proudly posed for his photograph beside the pilot and machine. A small boy was sent for a taxi, in which Barker returned to Sutton Bank, afterwards coming out again with his own car and trailer to retrieve the SCUD.

Goal Flight to Welburn

W. E. Filmer took off about 11.30 a.m. in his GRUNAU BABY, but for some time confined himself to plain slope soaring, with sundry ups and downs. He saw three others get away in a thermal, but couldn't follow them, as he was too far off. At 12.45, however, he picked up one himself, in which he circled up to 1,600 ft. He lost it again to windward of a small cloud, to which it was probably connected. The remainder of the flight was a glide down wind, without further incident except for a light thermal over Helmsley, and another over Welburn at 200 or 300 ft. He had no difficulty in finding the aerodrome, having spotted it when half way there from Sutton Bank.

Flights on Tuesday, August 27th

Aircraft.	*No.*	*Pilot.*	*Launch.*	*Landing.*
Golden Wren ...	18	Robertson	10.36	14.09
Rhönbussard ...	2	Nicholson	10.44	14.32
Falcon	6	Metcalfe	10.53	13.13
Grunau Baby ...	11	Bergel	10.57	11.12
Hjordis	1	Wills	11.23	13.30
Grunau Baby ...	5	Filmer	11.27	13.10
Scud II.	9	Briscoe	11.32	14.27
Prüfling	26	Hatcher	11.39	11.54
Kirby Kite	12	Neilan	11.52	14.00
Scud II.	16	Barker	12.14	13.45
Grunau Baby ...	11	Reffell	12.37	12.59
Falcon	7	Laver	12.44	13.45
Prüfling	26	Jameson	12.47	12.59
Grunau Baby ...	3	Liddell	12.51	13.30
Stedman 2-Seater ...	23	Stedman	13.17	13.29
Falcon III.... ...	15	Bergel	13.38	14.01
Falcon	6	Wynne	13.58	16.20
Falcon	8	Hastwell	14.41	15.04
Golden Wren ...	18	Smith...	15.03	17.36
Prüfling	26	Hatcher	15.20	15.36
Falcon	7	Laver	15.30	19.04
Grunau Baby ...	3	Liddell	15.41	16.53
Scud II.	9	Bergel	15.44	16.58
Grunau Baby ...	11	Reffell	15.58	16.10
Falcon III.... ...	15	Slingsby	16.13	16.32
Stedman 2-Seater ...	23	Stedman	16.28	16.46
Falcon	6	Metcalfe	16.52	19.02
Falcon III.... ...	15	Slingsby	17.05	17.22
Stedman 2-Seater ...	23	Stedman	17.13	17.30
Falcon III.... ...	15	Slingsby	17.45	18.13
Stedman 2-Seater ...	23	Stedman	17.55	18.16
Scud II.	9	Bergel	18.07	19.10
Falcon III.... ...	15	Slingsby	18.39	18.54
Stedman 2-Seater ...	23	Stedman	18.51	19.07
Falcon III.... ...	15	Slingsby	19.16	19.24

Total launches: 35. Total flying time: 41 hrs. 2 mins.

Wednesday, August 28th

The day began fine, with a light north-westerly wind. Overhead the sky was clear, but on the western horizon was some strato-cumulus, which soon developed cumulus tops. Later, showers developed in places.

The Daily Prize was for an out-and-return flight to Arncliffe Hall, 12 miles away to the north. With a good west wind blowing against the continuous line of the Hambleton and West Cleveland Hills, such a flight could be practically confined to pure hill-soaring. On

this day, however, the wind was so light that nearly all flights were of short duration, and the only two pilots to get away towards Arncliffe, Neilan and Wills, had to use cloud lift. Since the particular cloud waiting to receive them was a cumulo-nimbus, their experiences were far from pleasant, and neither was able to complete the return flight.

Flying in the Rain

J. C. Neilan went up in the KIRBY KITE shortly before one o'clock and found a thermal at a few hundred feet, which took him up to 1,800 ft. All continued to go well until he reached 4,000 ft. and went into a cloud. Then he was for it. Rain poured down upon him in torrents, and, being without helmet or goggles, he "got it in the neck," and had difficulty in seeing where he was going, while the machine steadily lost height. The pilot decided to land, which he did in a field at Ingleby Cross, just beyond the turning point at Arncliffe Hall. It must have been an awkward place, however, as the skid was torn off in the effort to avoid going into a hedge, and a wing tip hit a tree.

P. A. Wills, in the HJORDIS, was launched 20 minutes after Neilan; he found little hill lift, but got a thermal going up at 10 ft. per second. Going round in 20-second circles, and climbing 200 ft. per circle, he got taken up by the same thermal to 4,000 ft., where he found the air very rough and saw a huge cumulo-nimbus to the north. He switched on blind-flying instruments and went straight into the cloud, subsequently making a turn through 90 deg. by compass. While inside this cloud Wills rose to 5,600 ft., the greatest height attained by anyone during the meeting. Another turn of 90 deg. brought him out of the cloud again, and he went on north by compass towards Arncliffe. However, there was rain below him, and more rain to the north of the first cloud, so he gave up the struggle and returned at 3,000 ft. over Thimbleby, but, finding no more lift about, was unable to get all the way back, so landed about four miles from home.



The Penrose "Pegasus" about to start on a flight, showing Mr. Penrose in the cockpit and Mr. Laver holding the tail. Below: its wing and tail surfaces laid in a row.

(Upper photo by C. A. Beck.

Here a kindly bailiff, who was foreclosing on the farm near by, lent Wills a very ancient push-bike with a great motor-bike saddle to it; piloting this wearily up Sutton Bank (1 in 5), he was met by members of the Ulster Club coming down by car, so "transferred to power" and returned for the HJORDIS, which had then to be carried in bits through a plantation.

Flights on Wednesday, August 28th

Aircraft.	*No.*	*Pilot.*	*Launch.*	*Landing.*
Kirby Kite ...	12	Neilan	11.58	12.09
Hjordis ...	1	Wills ...	12.24	12.28
Rhönbussard	2	Cooper	12.39	12.40
Kirby Kite ...	12	Neilan	12.49	14.00
Rhönbussard	2	Nicholson	12.58	13.07
Hjordis ...	1	Wills ...	13.09	14.19
Falcon ...	7	Laver ...	13.23	13.25
Scud II. ...	9	Bergel	13.34	13.38
Rhönbussard	2	Cooper	13.50	13.51
Golden Wren	18	Robertson	14.02	14.06
Scud II. ...	16	Barker	14.11	14.41
Rhönbussard	2	Nicholson	14.21	14.23
Rhönbussard	2	Cooper	15.03	15.08
Grunau Baby	5	Filmer	16.09	16.10
Falcon ...	6	Wynne	17.42	18.05
Grunau Baby	5	Filmer	17.54	18.06
Falcon ...	7	Laver ...	18.01	18.19

Total launches: 17. Total flying time: 4 hrs. 28 mins.

Thursday, August 29th

This day the record figure of some 45½ hours' flying was put in, bringing the total for the meeting to over 100 hours. A stationary depression, filling up over the Hebrides, provided a moderate W.S.W. wind.

Sixteen machines took the air, among them the "Penrose Special," or PEGASUS, with which its builder-designer had arrived the previous day, after travelling all through the night. He proceeded to get his "C" on it—in fact, he put in 2½ hours' soaring, interrupted by an interval for changing his shirt, which had been rained on at 700 ft. above the hill-top.

Three Five-Hour Flights

Anyone down at the Fleece in Thirsk the evening before might have noticed Cooper, Nicholson, and Bell engaged in clandestine discussion which terminated in a highly technical conversation with an Air Ministry official over the 'phone. When the man at the other end discovered that it wasn't just an anxious farmer afraid of his crops getting wet, the wires began to hum with all manner of highbrow stuff about "fronts," lapse rates, and Maritime Polar Air—all of which, being translated into plain English, meant that the next day would be a good one for "Silver C" duration flights; and, what is more, the machines could be rigged the night before and left in the open. This was forthwith done by 12.30 a.m.

At 6 a.m. Cooper and Bell got busy, and were joined by Bergel, who rigged Briscoe's SCUD in anticipation of rounding off his "Silver C" at last (he did the height and distance in July). Unfortunately Briscoe turned up and claimed his SCUD. So, as it turned out, the three "durations" were done by G. L. Bell in BLUE WREN (1.20 to 7.1 p.m.), G. O. Smith in GOLDEN WREN (3.41 to 8.46), and C. Nicholson in the RHÖNBUSSARD (3.33 to 8.43).

Bell began by hill-soaring at 300 ft., but then a quarter-of-an-hour's rain was succeeded by a lull, and three out of the four other machines which were up had

to land. He himself got below the hill-top, but managed to hold on until the sun came out and saved the situation by reinforcing the hill lift. It then shone only on the northern end of the horseshoe and went in elsewhere, but Bell saw this was going to happen and flew north to meet the sunshine. After this he wiled away the time by alternately going up in a thermal to 700 or 800 ft. (using a bubble level for circling), and then taking photos with a Leica and losing all his height again through being unable to attend to the controls.

The chief event of Nicholson's flight was his use of a little isolated group of cumulus clouds up by the reservoir. These were arranged *en échelon* so as to form a short "street," and by getting under each one in turn Nicholson actually rose in a series of steps (one step per cloud) to 3,600 ft. and this as late as 6.15 in the evening! He has now, by adding this flight to Tuesday's soar to Catfoss, become the sixth British pilot to qualify for the "Silver C"; the fifth being J. C. Neilan, who did his "duration" in July, and the distance and height on his flight of Tuesday.



The clubhouse and surroundings, photographed from the "Blue Wren" flying at 200 feet. In the top left corner is the refreshment marquee.

[Photo by G. L. Bell.

Out and Return

The prize for an out-and-return flight to Arncliffe Hall, held over from Wednesday, was won to-day by P. A. Wills in the HJORDIS. The flight was not without incident. He found more hill lift than yesterday, and then went up 5,000 ft., entered a cloud, and got out of it by steering north by compass. This led him into a big down-draught; the HJORDIS was beaten down to only 150 ft., and Wills found himself trying to maintain height in a small bowl sloping down to a fir wood at the bottom—not an ideal place for a forced landing. For 40 minutes his fate was in the balance; tiny thermals would take him up 300 or 400 ft. or so, and then he would drop again to only 100. He had got to know every stone in the place, when a sudden thermal took him right up out of trouble to 4,000 ft. above Over Silton. From there he went on and rounded Arncliffe Hall at 3,000 ft. The homeward journey consisted of a loss to 2,500 ft., a gain to 4,000 ft. in a big thermal south of Osmotherley, and a return to Sutton Bank at 3,000. An attempt to lose lift by flying out to Thirsk resulted merely in a gain of 50 ft. instead, and eventually Wills could only lose height by getting behind the flying ground.

Two other cross-country flights were made this day. W. E. Filmer went 10 miles east to Wombleton, just short of Welburn, and W. W. Briscoe, in SCUD II., landed near Easingwold, which is 7½ miles to the south. Add to these Wills's 12 miles north to Arncliffe and 5 miles west to Thirsk, and it will be seen that all four points of the compass were visited in the course of the day.

Flights on Thursday, August 29th

Aircraft.	*No.*	*Pilot.*	*Launch.*	*Landing.*
Prüfling	26	Hatcher	11.17	11.18
Rhönbussard	2	Nicholson	11.29	12.39
Falcon	6	Wynne	11.37	13.16
Hjordis	1	Wills	11.45	13.37
Scud II.	9	Briscoe	11.53	13.09
Grunau Baby	11	Reffell	11.58	12.57
Golden Wren	18	Slater	12.05	13.47
Grunau Baby	5	Filmer	12.11	12.45
Scud II.	16	Barker	12.16	13.11
Prüfling	26	Jameson	12.21	12.31
B.A.C. VII.	24	Falla	12.45	12.49
Prüfling	26	Hatcher	12.55	13.10
Rhönbussard	2	Cooper	13.08	14.51
Blue Wren	19	Bell	13.20	19.01
Grunau Baby	3	Liddell	13.34	13.57
Pegasus	20	Penrose	13.31	14.51
Tern	13	Little	13.46	14.20
Scud II.	16	Bergel	13.52	14.52
Falcon	8	Hastwell	14.05	14.31
Rhönbussard	2	Nicholson	15.33	20.43
Golden Wren	18	Smith	15.41	20.46
Falcon	6	Wynne	16.47	19.10
Scud II.	16	Bergel	15.51	16.44
Grunau Baby	3	Liddell	15.58	17.15
Hjordis	1	Wills	16.05	17.08
Grunau Baby	11	Reffell	16.00	16.20
Falcon	8	Holdsworth	16.11	17.21
Kirby Kite	12	Neilan	16.22	17.52
Pegasus	20	Penrose	16.57	18.03
Prüfling	26	Jameson	17.51	18.05
Tern	13	Little	18.14	19.00
Falcon	7	Laver	18.25	20.10
Prüfling	26	Hatcher	18.45	18.53

Total launches: 33. Total flying time: 45 hrs. 28 mins.

Friday, August 30th

Relative humidity 100 per cent. Precipitation continuous. A number of people took the opportunity of visiting the Kirby Moorside factory and seeing Slingsby sailplanes in all stages of growth.

Soon after 7 p.m. the rain left off for a bit, and J. Laver surprised everybody by starting off on what was believed to be an attempt on the duration record. Cars with their headlights were prepared round the landing ground. After about 10 minutes without gain of height, the pilot managed to get up somewhat higher, but the rain began again and he landed after just under half an hour in the air.

Flights on Friday, August 30th

Aircraft.	*No.*	*Pilot.*	*Launch.*	*Landing.*
Falcon	7	Laver	19.23	19.51

Total flying time: 28 mins.

Saturday, August 31st

After slight rain early, sufficient wind sprang up about mid-day for flying to begin over the West Slope, but it was none too good for most of the day, and spectators were entertained to a display of masterly tactics by the crack pilots of the meeting as they struggled to keep height. It was an opportunity to

judge comparative performance, and the tiny Penrose PEGASUS was seen to be keeping about the same height as the BLUE WREN, while the FALCON two-seater, with Bergel and Hardwick taking turns at the controls, was up simultaneously with the RHÖNBUSSARD, two GRUNAU BABIES, two ordinary FALCONS, and the BLUE WREN, and flew comfortably above them all. There were some thermals about, and both Neilan, in KIRBY KITE, and Wills in HJORDIS, found thermal lift over a cornfield north of the Bank; Neilan got up to 1,700 ft., and Wills slightly higher.

The Daily Prize was for an out-and-return flight to Oswaldkirk Church, seven miles to the east. No one succeeded, but A. L. Slater made a valiant attempt in the GOLDEN WREN; in a pure glide off the winch cable (there was no lift over the South Slope or its extensions) he got within a mile of the turning point.

Apart from competition flights, there was a certain amount of club flying during the meeting on the Yorkshire Club's HOLS DER TEUFEL. Miss Moyra Horsley, according to the Press, had been promised a sailplane by her father if she got her "C" during the meeting; she tried to win the gift on Thursday, but did not quite pull it off. To-day Baron Eugene de Veauce, a power pilot, tried for his "C," but the HOLS almost immediately developed a flat spin and came down and wrecked itself on the stones at the edge of the Bank.

In the evening the Yorkshire Club gave a supper party in the club house. Needless to say, it was a great success. A real north-country feed was followed by an excellent variety entertainment, with Mr. Falla and his pack of cards among the chief performers.

Flights on Saturday, August 31st

Aircraft.	*No.*	*Pilot.*	*Launch.*	*Landing.*
Kirby Kite	12	Neilan	11.55	13.41
Rhönbussard	2	Cooper	12.05	12.45
Golden Wren	18	Robertson	12.18	12.34
Hjordis	1	Wills	12.58	13.33
Falcon	7	Laver	13.28	13.47
Blue Wren	19	Bell	15.38	16.39
Scud II.	16	Barker	14.05	14.15
Rhönbussard	2	Cooper	15.14	17.06
Hjordis	1	Wills	15.30	16.20
Pegasus	20	Penrose	15.40	17.05
Falcon	6	Metcalfe	15.42	16.04
Grunau Baby	11	Reffell	15.48	16.03
Grunau Baby	5	Filmer	15.55	16.13
Kirby Kite	12	Neilan	16.02	17.55
Falcon	7	Laver	17.21	20.05
Falcon	6	Wynne	17.29	19.51
Blue Wren	19	Bell	17.34	19.35
Rhönbussard	2	Nicholson	17.40	19.00
Falcon	8	Hastwell	17.45	18.14
Grunau Baby	5	Filmer	17.49	18.32
Grunau Baby	11	Bergel	17.55	18.55
Pegasus	20	Penrose	18.02	20.13
Tern	13	Little	18.01	18.29
Grunau Baby	3	Liddell	18.11	19.14
Kirby Kite	12	Wills	18.17	18.38
Falcon	8	Hardwick	18.25	18.38
Stedman 2-Seater	23	Stedman	18.35	18.46
Falcon	8	Rainey	18.50	19.13
Golden Wren	18	Slater	18.56	19.21
Prüfling	26	Jameson	19.02	19.06
Falcon III.	15	Slingsby	19.13	19.31
Stedman 2-Seater	23	Stedman	19.21	19.27
Kirby Kite	12	Neilan	19.31	20.00
Falcon	8	Sharpe	19.37	19.58
Rhönbussard	2	Cooper	19.42	20.17
Stedman 2-Seater	23	Stedman	19.46	19.54
Falcon III.	15	Hardwick, Bergel	19.53	20.09
Stedman 2-Seater	23	Stedman	20.03	20.07
Stedman 2-Seater	23	Stedman	20.22	20.25

Total launches: 39. Total flying time: 30 hrs. 10 mins.



Evening Silhouette.

(Photo by G. L. Bell.

Sunday, September 1st

A poor south-westerly wind on the last day of the meeting caused several people to land at the bottom, and only Nicholson succeeded in keeping up for an hour at the northern end of the horseshoe. The STEDMAN two-seater was busy as usual taking up passengers, until some fools crossing the landing ground caused it to run into a ditch. Nearly everybody stayed till the end of the meeting in an effort to spin out till the last moment what had been a most delightful holiday.

Flights on Sunday, September 1st

Aircraft.	*No.*	*Pilot.*	*Launch.*	*Landing.*
Rhönbussard	2	Nicholson	12.03	12.11
Hjordis	1	Wills	12.19	12.40
Kirby Kite	12	Bergel	12.33	12.42
Rhönbussard	2	Nicholson	12.58	13.07
Falcon	6	Metcalfe	13.18	13.23
Falcon	8	Wordsworth	14.14	14.16
Rhönbussard	2	Nicholson	14.34	15.34
Pegasus	20	Penrose	14.51	15.15
Stedman 2-Seater	23	Stedman	15.03	15.05
Stedman 2-Seater	23	Stedman	15.22	15.24
Golden Wren	18	Smith	15.36	16.07

Total launches: 11. Total flying time: 3 hrs. 14 mins.

The Carden-Baynes Auxiliary.—In our advertisement pages in this issue will be seen a photograph of this machine in flight, taken on the occasion of its test flight by Dr. J. P. Dewsbery last month at Reading Aerodrome. In a flat calm, its new inverted 250 c.c. Villiers two-stroke motor pulled it into the air unaided in 250 yards, giving its 9 h.p. at 3,450 r.p.m. very smoothly till its half-gallon fuel tank was exhausted. After climbing to 2,000 ft. in 15 minutes, the pilot retracted the motor and airscrew and glided down for 15 minutes, there being no thermals about as it was nearly dusk. Thus the sinking speed was proved at the designer's figure of 2.2 ft. per sec. The all-up weight with pilot was 530 lbs., which gives the remarkable power loading of about 60 lbs. per h.p. New modifications in the design include a throttle lever at the wing-tip for use when taxying the machine out of the hangar alone, complete dual ignition, a fluorescent bubble bank indicator, and a rear view driving mirror to help in centralising the airscrew before retracting.



A few (only) of the Instructors at the Dunstable Camp Left to right: H. C. Bergel, J. M. Noble, S. Humphries (chief instructor) and B. G. A. Meads.

Dunstable Gliding Camp

THE final results of the instruction camp organised by the London Gliding Club, and held from August 1st to 18th, are now available, and put into statistical form are as follows:—

Total number of pupils (whole or part time): 65.

Number of launches: 3,000 (approx.).

Number of certificates obtained: 34 "A," 30 "B," 1 "C."

Number of meals served (including visitors): over 3,000.

Capital outlay before commencement of camp: £535.

Machines used: Primary, 5; Nacelled Primary, 1; PRÜFLING, 2; GRUNAU BABY, 2.

Oldest pupil, 67 years; youngest pupil, 17 years.

Male pupils, 60; female pupils, 5.

Professional staff employed during camp: 10.

Bar takings: "That's telling!"

Number of tents (excluding private property): 20.

Mr. J. C. Wilson writes to express disappointment (to put it mildly) that his "A" certificate was not included in the provisional list published last month, so we hasten to record (with due congratulations) what he asserts to be "the one triumph of my old age."

A Prize Offer

THE Manchester *Daily Dispatch* announced on August 28th that it has decided to award a prize of £100 for a glider flight, details of which are now in process of preparation. Probably, it is announced, the jumping-off place will be in the vicinity of Manchester, and the finishing point will be a selected place in Lancashire. Detailed arrangements are being planned in association with the Manchester Branch of the Royal Aeronautical Society (Gliding Section), who are to co-operate in the organisation of the competition.

Meanwhile the *Daily Dispatch* is offering a further prize of £25 for the first flight between points yet to be announced in a home-constructed machine.

Miss Joan Meakin.—The engagement is announced between Mr. Ronald D. Price, manager of Sir Alan Cobham's National Aviation Day Display, and Miss Joan Meakin, who at the end of this month completes her second year's season at the display.

News from the Clubs

London Gliding Club

Saturday, July 20th.—Plenty of soaring; also a certain amount of aerobatics, some voluntary, and most with pilot aboard.

Nicholson flew the RHÖNADLER from 12.15 to 2.45 and took it to 1,400 feet; then Wills flew it for three quarters of an hour. After which the wind lifted it off the ground and blew it over.

In the GRUNAU BABY Ivanoff performed in such hair-raising fashion that we have had difficulty in collating the various eye-witnesses' accounts, not having seen the show personally. It appears that two loops were more or less orthodox, after which he tried to stand the machine on its tail in an attempt to make it slide backwards. The first time, the nose fell forwards and downwards, and the rotational momentum carried it beyond the vertical; at the second attempt, the machine fell over on to its back. Later, another pilot, landing on top, hit a car with the GRUNAU's wing. The car didn't mind, but the GRUNAU's wing did.

Pringle took his "C" on the nacelled DAGLING. Hiscox soared WESTPREUSSEN for three quarters of an hour.

Two new machines had their first experience of the site. The SCUD II., belonging to Armstrong, Fox and J. C. Dent, was test-flown by two of its owners. Its construction was started two years ago by G. E. Collins, on behalf of the late D. F. Dent; he then became too busy to put in much time on it, and recently its present owners had it completed by a firm (which firm we are uncertain, so will not commit ourselves).

The other new one is the KEEBLING, being Keeble's effort at hotting-up a primary by giving it a nacelle and ovally-rounded wing-tips. It performed nicely in the hands of E. H. Collins, Robertson and McClelland, until the latter got it into a spin, but he quickly got it out again.

The FALCON also flew, but couldn't quite keep up; Fraülein v. Roretz had her first try on it.

Sunday, July 21st.—Another soaring day, with a couple of breakages offset by some good heights and a cross-country flight.

If a PRÜFLING pilot goes too far along the ridge and loses height, should he land outside the club ground and be considered unsafe, or try to get back, not quite succeed, topple over into the gully, break the PRÜFLING's nose, and be considered unlucky? To-day's pilot chose the latter alternative.

If a DAGLING pilot lands suddenly on top of the hill, a few yards short of the final inlet before the Bowl (the one with the vertical sides), should he stick his leeward wing into the ground and turn over on his back, or slide straight on over the edge of a 150-foot drop? To-day's pilot chose the former alternative.

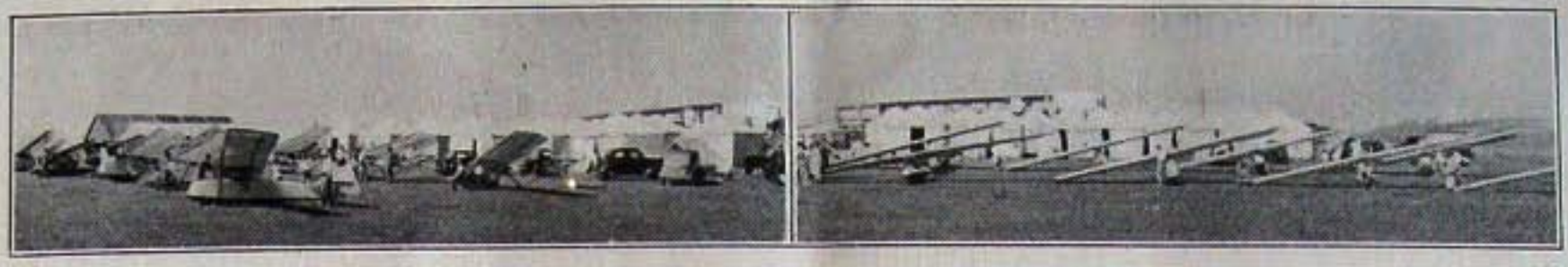
Many pilots flew the FALCON, Fox and Dent flew their new SCUD, McClelland flew the KEEBLING again (it didn't spin this time), and Petre, Buxton and Hiscox flew the WESTPREUSSEN. Hiscox managed to get up-wind to Totternhoe in some long-drawn-out patch of lift (or was it gust-soaring?).

Wills, too, got out a considerable way up-wind in his SCUD II. He also flew the KASSEL two-seater and climbed to 1,500 feet, while Dewsbery took up several passengers in it (one at a time, of course), and once climbed to about 2,000 feet.

As to the CRESTED WREN, we arrived just in time to see Humphries disappearing into the distance under something which looked like strato-cumulus. He got up to 4,800 feet and landed 32 miles away at North Weald aerodrome. All obtainable details were published last month. As he did his five hours two years ago (and has done it again since), this gets him his "Silver C"; thus he becomes the fourth to get it in England, and the 85th in the world at large.

Saturday, July 27th.—A fierce wind, in which several people probably soared, but we have not heard details. Our only news concerns two items of crashery which will not occur again if the lesson is learnt—otherwise they will. The nacelled DAGLING was about to be launched when the wind got under its wing and started lifting the nose. The pilot could do nothing because those on the tail persisted in hanging on until they saw the machine coming down on top of them. Then, of course, they let go, but by that time the milk had been spilt.

An attempt was made to launch the FALCON with no one on the wing-tip. The pilot thought he could balance it with the ailerons, although the wind was somewhat from the side; and so he could, until the launching team started running. Then, when it was too late to do anything about it, the leeward wing stuck itself in the ground. Result: A total write-off, thus completing the club's scheme of standardisation on GRUNAUS and DAGLINGS. (We hear the committee has now repented and ordered another FALCON.)



All in a row: tents and gliders at the Dunstable Instruction Camp.

[Photos by J. R. Ashwell-Cooke.

Sunday, July 28th.—A soaring wind and some excellent thermals. Three members definitely added themselves to the ranks of the recognised thermal soarers by taking the GRUNAU BABY up to 2,950 feet (Keeble), 2,700 feet (Bell), and 2,000 feet (Sproule). They all said they found it a great deal easier than they had been led to expect. Sproule and Bell also had their first short flights on the BLUE WREN.

Barker took his SCUD up to 1,800 feet, and Dewsbery soared the CRESTED WREN for a long time. The TWO-SEATER, on one of its flights, dropped a wing, and was landed on the golf course in preference to trying to get it back to the soaring area over the heads of sightseeing crowds.

Sunday, August 4th.—GRUNAU BABY was flown by several people and Keeble got up to 500 feet in a thermal. No other flying news received.

During the whole of the ensuing week the instruction camp was in full swing. Rows of rectangular tents formed a mosaic of light and shade in front of the rapidly rising hangar-cum-clubhouse. Swarms of *ab initios* and DAGLINGS rendered it impossible to distinguish what purely club flying, if any, was going on.

Sunday, August 11th.—The GOLDEN WREN paid a visit from Derbyshire and was flown by all its three owners in masterly fashion. The wind was just soarable, with the result that those flying could be classed from below upwards as (1) not quite able to soar, (2) just able to soar, and (3) the GOLDEN WREN.

The BLUE WREN was soared several times by Sproule, and once (for the first time) by its owner. Some GRUNAU BABIES could be seen, quite high up at times; there seemed to be a lot of them filling up the air while we were flying, but apparently the actual number was two. Barker got well up at times in his SCUD. The nacelled DAGLING performed early in the evening, and some open DAGLINGS later on, with camp pupils.

The wind was peculiar. There were absolutely no thermals, but the wind speed varied in a large-scale way instead of the usual short and sharp bumps. Lenticular clouds were noticeable in the western sky, increasing towards evening. Perhaps there is a connection between these phenomena.

Ulster Gliding Club

Sunday, August 11th.—Meteorological "blokes" at Aldergrove gave us another example of their uncanny accuracy, when they predicted that a morning of rain and low cloud, combined with a S.W. wind, would change at noon to a fair day with a gentle N. to N.W. breeze. So it turned out, except that there was very little west in it.

SCUD II., GRUNAU II., and KASSEL 20 were launched from the Umbra (Magilligan) and pottered around at various heights with little excitement. We were glad to have P. A. Wills with us to try this site in GRUNAU. We believe he enjoyed himself for an hour or so, but are sorry the journey to Binevenagh was impossible under the conditions of wind and cloud.

SCUD took the honours with 1,600 ft. in one good thermal during a sunny period, but KASSEL 20 misbehaved and descended slowly but inexorably to the beach below. The public amused themselves guessing where the petrol tank was hidden. Meanwhile, on top of the hill, Mrs. Wills attempted with fair success to pilot a genuine Irish pig, mounted on its back. One wonders which was the more surprised, the pig or the one who wagered she wouldn't dare.

Flying time, about 6 hours.

Sutton Bank.—The competitions have come and gone and we should like, on behalf of those members who enjoyed themselves so much, to thank the Yorkshire Club for their generous hospitality. Too little credit was given, we believe, to the stout manner in which the winch team did their work. They have become truly artists at the job, and all visiting pilots owe them a debt of gratitude.

Newcastle Gliding Club

Sunday, July 21st.—Wind W., 15 m.p.h. There was a howling gale when we commenced activities, these being the completion of the repair to DICKSON'S wing, in anticipation of the wind dropping. In the evening the wind conveniently fulfilled our anticipations and 22 launches were made. The wind later dropped to nil, and at approximately the same time the bar stock did likewise, and Miller proceeded to walk with a halo of contentment again.

Saturday, August 3rd.—No wind. Over a dozen members arrived to spend the week-end on the site, and were disappointed in being unable to get any flying before tucking in. It was also learnt that the local spring had ceased to function, and they had to carry water from over half a mile away. The evening was spent in flying models, retrieving same, eating, drinking, making and un-making bunks in various places, and finally, at 12.30 a.m., a meeting was in full swing for no apparent reason. One by one left the meeting to toss about in his blankets, and at 4 a.m. peace settled on the troubled land.

Sunday, August 4th.—Wind W.N.W., 14-20 m.p.h. After having been roused at 5.10 by Burningham, who considered this a gentlemanly hour to return to consciousness, half the campers were compelled to play cards until the grey mist lifted off the hill. Burningham, being contented with his photographs of the dawn, which we expect will look like the night before, watched the sun creeping up the valley, and when it landed "on top," at 7.30 a.m., a launching crew was being nourished on bacon and eggs.

There was much ground-hopping in the morning, and waiting for a gale to subside in the afternoon. In the evening a few launches were made in a gusty wind, and the result was a broken fuselage, two broken spars in the port wing, and the rudder bar written off. The repair gang were at work at once on the job, and continued through the night until 4.15 a.m.

Monday, August 5th.—After three hours' sleep these perpetual motion members (Bell, Bennett, Coates, Allan and Tate) were on the job again, with the result that the machine was completely repaired and flying within 21 hours after the crash. There was a time when such a crash would have held us up for 15 weeks, but in addition to experienced workmen we have a marvellous general store.

Work was done on the CRAMCRAFT in the afternoon while the wind was too strong.

Sunday, August 11th.—Wind W. Too gusty until 7.20 p.m. A party left with trailer to collect the modified DICKSON from South Shields, which arrived at the site about 5 p.m. The total of machines now in the hangar is three. Two sailplanes in Newcastle will be fitted into the place with shoe-horns when they are taken up to the site. The new machine is likened to a HOLS DER TEUFEL, and was made by Geo. L. Coates.

Several launches in the evening which were terminated by a broken seat.

New Ground Committee appointed as follows:—G. S. Bennett, Flying Field Manager; W. M. Taylor, Flying Field Secretary; G. T. Cummings, B.Sc., Buildings Maintenance Supervisor; L. B. Tate, Aircraft Maintenance Supervisor.

The dynamo and switchgear presented to the club by Messrs. J. H. Holmes was received in Newcastle, and is in store ready for despatch to Mootlaw when a "Power Station" is erected.

Sunday, August 18th.—Wind W., 0-15 m.p.h. Many members present and more visitors and prospectives than can be locked up in past histories. Four new members. Six on the doorstep.

Feeny was present, fresh from the London Club's camp with his "B," and he proceeded to show his fellowmen "how it should be done." Several launches from the top of the first hill until a thunderstorm and darkness compelled us to close one of the finest flying days in the club's existence.

Yorkshire Gliding Club

Competition Week.—It would be futile to try to express our views of the competitions adequately in these notes, so we leave the full description to others. The Yorkshire Club members had a thoroughly good time working hard and sneaking in a flight occasionally. The winch crew, particularly, were kept busy, and they have been very gratified, during the last few days, to receive several letters of commendation and thanks from appreciative pilots. In return may we express our sincere thanks to all those who helped with retrieving and ground organisation, particularly the ladies and gentlemen who assisted on "gates" and car park. On great occasions such as this, when our own personnel has such heavy demands on it for various services, it is very pleasing to find that people voluntarily offer their help for such unwelcome duties as selling tickets to some ungrateful spectators who try to argue about a charge for admission to our grounds. It was a great week. Many friendships were renewed and new ones made, and the general contentment and satisfaction make one hope that, though this was the best Competitions Week yet, next year's will be still better.

Jersey Gliding Club

Sunday, August 18th.—This is a month of very poor winds for us, so we have been preparing a site for launching at the top of the hill. We were able to-day to congratulate Wagstaffe on obtaining his "B" certificate at the summer camp, Dunstable; we also gave him the first launch, and he made a splendid flight in a very light S.W. wind.

Dorset Gliding Club

Maiden Newton, Sunday, July 21st.—Slight S.W. wind. Operations started early in the morning when Lansdown flew the DAGLING from the top. Aldridge was then given 11 launches from the lower slopes to remove completely any remaining tendency to use "wrong rudder."

Later in the morning Mr. Penrose's sailplane was given some short test flights and, as the modified skid seemed satisfactory, it was launched off the top of the S.W. slope. In spite of the fact that the wind was on the light side, and the heat was short, this little machine amply justified its existence, and in a flight of about three minutes demonstrated its controllability; but in the losing fight to keep height it eventually had to do a sort of forced landing, which revealed that the skid mounting needed still further strengthening.

After this the DAGLING was flown from the top by Lansdown, Rolfe, Shelton and Walden (who, by doing 56 secs., completed both his 45's towards his "B"). Then Leak showed that he had not forgotten the site in which he got his "C" (the only one obtained on this site so far), though his zoom off the launch rather put the wind up those watching, who were not used to this manœuvre! Frayling, flying off the top, ran no risks, though his flight showed that he missed the air-speed indicator, which has now been taken off the machine because beginners were inclined to make a fetish of it. After this, Walden had a shot at getting his "B," and did 59 seconds, so he was sent off again, and this time made no mistake, doing two good turns in a flight of 69 seconds.

Wednesday, July 24th.—In a short evening meeting Lansdown and Clewlow had flights from the top of the Cottage Slope, then Aldridge and Crow had training down below, both revealing that they were ready for their "A's."

Saturday, July 27th.—After Lansdown had test-flighted the machine from the top, Clewlow in two flights qualified for his "B." Walden also flew from the top.

Sunday, July 28th.—Lansdown took the machine down from the top, and afterwards the day was devoted to primary instruction. Those receiving this were Aldridge, Crow, Gaunt, Lock, Cook (a power pilot having his initial gliding flights), and Misses Laver and Townsend.

Sunday, August 4th.—Penrose tested his sailplane twice in two short flights. Laver, Lansdown and Walden flew the DAGLING from the top, and Aldridge and Miss Laver were given instruction down below.

Monday, August 5th.—DAGLING taken down from top by Walden to valley bottom, where Aldridge and Miss Laver had instruction; also Lock. After a long lunch interval, due to the heat, Aldridge was concentrated on and got his "A" from up above the "Pimple"; then all had flights from the top, Aldridge doing a "45" towards his "B."

Saturday, August 10th.—Minor repairs to DAGLING's aileron. Penrose tested his sailplane in a light wind.

Sunday, August 11th.—Penrose again tested his sailplane, and the DAGLING was then taken out and flown from the top by Lansdown, Walden, Shelton and Laver. A flag was planted down in the valley for spot-landing practice; Walden went off first and landed so near that his flying wires knocked the flag over, and Shelton hit the flag when coming in to land. Aldridge then did 70 secs. towards his "B," and Cook, who had his first trip from the top, qualified for his "A" by doing 63 seconds. Immediately after this Aldridge took his "B" in convincing style, bringing the total of certificates recently obtained up to nine—four "A's" and five "B's." After tea Gaunt was given instruction till dark.

Sunday, August 18th.—This day a soaring wind was wanted so as to give Penrose a chance to test his sailplane before it was packed up ready for Sutton Bank. However, during the day it was given four flights, and amply justified the hopes of those responsible for its existence, demonstrating its manœuvrability, and on one occasion soared along the north slope, going out of sight for nearly a minute and returning to the site coming up the valley at speed (down wind), swinging into wind with a sharp right turn to land quite near the retrieving car.

The DAGLING was flown from the top by Lansdown, Rolfe, Walden, Shelton and Aldridge. A slight mishap occurred when Cook was being launched from the top, the machine making a stalled landing owing to the extreme lightness of the pilot, and damaging one wing.

A Gliding "At-Home"

The Manchester and Derbyshire Gliding Clubs announce that they are organising a gliding at-home for private owners and clubs at their site at Eyam for Easter week-end, 1936. Visiting pilots and their crews will be the guests of the club throughout their stay, provided that they notify the organisers beforehand. Soaring is possible from this site in all wind directions. Further details will be announced later. (Easter next year falls on April 12th.)

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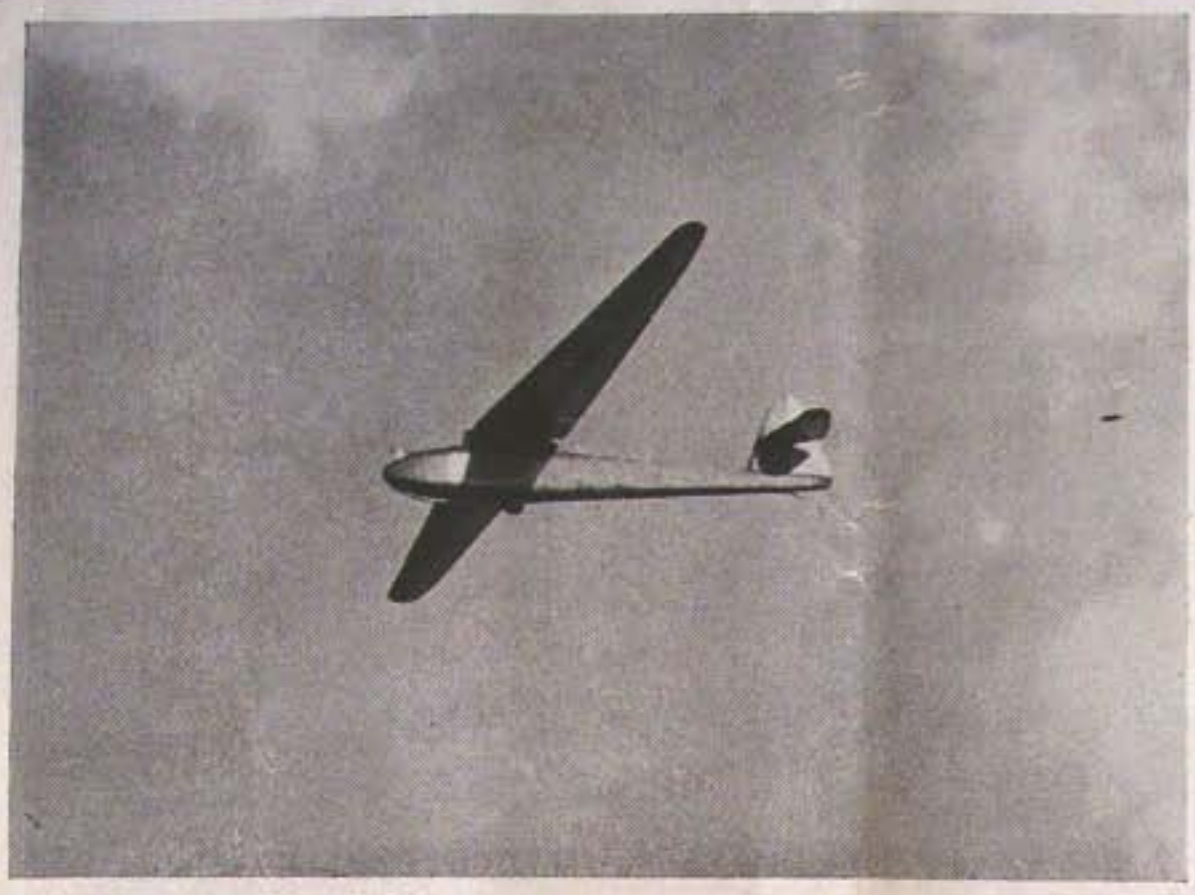
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