SAILPLANE AND GLIDER

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Official Organ of the British Gliding Association

EDITED BY ALAN E. SLATER



SLINGSBY SAILPLANES

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THE "GULL"

Price **£188** ex works
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THE SAILPLANE *and* GLIDER

Official Organ of The British Gliding Association

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1938 National Gliding Contests

DUNSTABLE, BEDFORDSHIRE, JULY 9th to 17th

THE Regulations for this year's National Competitions have now been issued by the British Gliding Association. We give below the items of more general interest, but intending competitors should obtain the full Regulations from the B.G.A. at 119, Piccadilly, W.1.

Regulations.

1. ORGANISATION.—The Contest will be conducted by the British Gliding Association under the Regulations of the F.A.I. and the Competition Rules of the B.G.A.

The Organisers reserve the right to issue Supplementary Regulations at a later date.

2. DATE.—The period of the Contests will be from 09.00 hours B.S.T. on Sunday, July 10th, to 16.00 hours B.S.T. on Sunday, July 17th.

3. PRACTICE FLIGHTS.—Practice flights may be made on Saturday, July 9th. There will be a special prize for the greatest Aggregate Duration achieved by any competing glider between 10.00 hours and 19.00 hours B.S.T. on that date. No marks can be earned on this date towards the Contests.

4. ENTRIES.—Entries will be limited to a maximum of thirty gliders. In the event of a greater number of entries being received than this total, the acceptance of entries is at the absolute discretion of the Contest Committee of the British Gliding Association. The Organisers reserve the right to refuse or exclude any entry without assigning the reason. The Contests are open to all types of gliders, both British and foreign, provided that the gliders and their pilots are normally stationed and resident respectively in Great Britain or Northern Ireland.

5. ENTRANCE FEES.—Three guineas per glider, for any or all of the Contests for which it is eligible, with an additional fee of ten shillings for each nominated pilot exceeding two per glider. This fee includes all available types of launch, *including aero-towing*. The type of launch employed is at the discretion of the Organisers.

NOTE.—*The increased entry fees are necessary to provide for the cost of aero-towing facilities, which is estimated at £120. Any saving on this estimate will be distributed proportionately amongst the Entrants.*

6. ENTRY FORMS.—Entry Forms, complete with all particulars, must be received by the Secretary, British Gliding Association, 119, Piccadilly, London, W.1, not later than 12.00 hours B.S.T. on Wednesday, 1st June, 1938.

7. LATE ENTRIES.—*In the event of less than thirty entries being received by 1st June* further entries may be accepted up to 12.00 hours B.S.T. on Wednesday, 22nd June, provided that they are accompanied by a special Late Entry Fee of one and a half guineas in addition to the fees payable under para. 5 above.

8. CLASSIFICATION OF GLIDERS.—Competing gliders will be divided into two Classes:—

(*a*) With a span of forty-seven feet and over;

(*b*) With a span of less than forty-seven feet.

There will be no separate prizes for each class, but gliders in Class (*b*) will receive a bonus of ten per cent. on the marks earned each day.

11. PILOTS.—(*a*) The pilots taking part must hold a "C" Gliding Certificate, or "Silver C," and must be prepared to produce evidence to this effect if called for.

(*b*) Nominated pilots may be changed, subject to the discretion of the Organisers, at any time up to twelve hours before the commencement of the Contests.

(*c*) Before being permitted to participate in aero-towed launches, pilots must produce evidence of having made three successful aero-towed flights.

14. **Contests.**

The WAKEFIELD, DE HAVILLAND and VOLK prizes will be awarded as previously for the best Distance, Height and Duration flights respectively accomplished during the year, whether these have been accomplished at the meeting or not. No special entries will be required for these Challenge Trophies or Challenge Cup.

The MANIO Challenge Cup will be awarded for the best Goal flight during the Contests. No special entry will be required for this Challenge Cup.

The L. DU GARDE PEACH Challenge Trophy will be held for one year, and will be awarded to the club whose team gains the greatest aggregate of marks. The glider must be the bona-fide property of the club, and

the team shall consist of three nominated pilots who must be full flying members of the entrant club. No club may enter more than one team.

INTER-CLUB CLASS CONTEST.—This Contest is restricted to gliders of the KIRBY KITE and GRUNAU BABY Types which are the bona-fide property of the entrant club. Teams shall consist of not more than five nominated pilots who must all be full flying members of the entrant club. The rules for this Contest, which will be of a specialised nature, will be announced later.

OPEN CONTEST.—This Contest is open to any glider to be flown by one or more nominated pilots, not exceeding five per glider. The aggregate points secured by each glider will decide the contest. To avoid congestion, Duration marks will be awarded only to club entries, and will not count towards the winning of the Open Contest.

Prizes will be awarded to the entrant of the glider recording the BEST DISTANCE, BEST HEIGHT and GREATEST AGGREGATE DURATION respectively during the Contests.

Contests for special DAILY PRIZES may be announced by the Organisers during the course of the meeting. No special entry form will be required.

A prize has been offered for the first pilot to fly in a glider from DUNSTABLE TO THE LONG MYND soaring site of the Midland Gliding Club. This prize is offered subject to its not having already been won prior to the Contests.

The Organisers reserve the right to announce GOAL FLIGHTS or OUT-AND-BACK FLIGHTS on any particular day or days. When such flights are announced the method of marking for distance will be in accordance with the nature of the flight, and will be announced in advance.

15. METHOD OF MARKING.—Marks will be awarded for Distance, Height and Duration as follows:—

A. DISTANCE.

Distance will be measured in a straight line. All Distance flights will be taken as commencing from the L.G.C. Club House. Marks will be awarded on three scales:—

(1) When the best flight of the day is less than 50 miles, no marks will be awarded for any flights of under 15 miles. For flights above 15 miles marks will be awarded at the rate of 3.5 marks for each mile in excess of the minimum, calculated to the nearest mile.

(2) When the best flight of the day is over 50 miles, no marks will be awarded for flights of less than 20 miles. For flights exceeding 20 miles marks will be awarded at the rate of 2 marks for each mile in excess of the minimum, calculated to the nearest mile.

(3) Goal flights may be declared by competitors to pre-declared recognised aerodromes at any time prior to commencing their flight, and their successful attainment will earn a bonus of 33⅓ per cent. on the Distance marks earned for the flight.

B. HEIGHT.

No marks will be awarded for Heights of less than 1,500 feet above the starting point. For Heights exceeding this the marks will be as follows:—

(1) Above 1,500 feet but below 4,000 feet above the starting point: 1 mark per 100 feet between these heights.

(2) Exceeding 4,000 feet but below 6,000 feet above the starting point: 1 mark per 40 feet between these heights.

(3) Exceeding 6,000 feet above the starting point: 1 mark per 20 feet above this height.

In the case of winch launches and aero-towed launches the starting point shall be the Height at which the glider is released from the winch cable or aero-towing cable.

C. DURATION.

No marks will be awarded for any individual flight of less than two hours' Duration. For flights exceeding two hours the marks will be:—

(1) Over two hours and less than five hours: at the rate of 1 mark for every 6 minutes of flight in excess of 2 hours, calculated to the nearest 6 minutes.

(2) Over five hours: at the rate of 1 mark for every 4 minutes of flight in excess of this period, calculated to the nearest 4 minutes.

(3) Duration flights must be carried out within a radius of five miles of the start, which shall be taken as the L.G.C. Club House.

Aero-towed launches will not be permitted for Duration flights.

NOTE.—*To avoid congestion, Duration marks will be awarded only to club entries, and will not count towards the winning of the Open Contest. (Para. 14.)*

D. HEIGHT AND DISTANCE. DURATION.

(1) On Distance, Goal, or Out-and-back flights points may be scored concurrently for Height and Distance but not for Duration.

(2) On a Duration flight points may be scored for Duration only.

20. CLOUD FLYING.—Cloud flying must not be attempted without parachutes.

21. AERO-TOWED LAUNCHES.—(*a*) Aero-towed launches will be provided on days approved by the Organisers.

(*b*) The towing aeroplane will carry a barograph. Immediately the glider releases from the aeroplane, the latter will dive, and the height of release will be checked by the aeroplane's barograph.

(*c*) The pilot of the towed glider must release at a height of not more than 2,000 feet, and must not remain on tow at that height for more than five minutes. Releases over this height or after this period will disqualify the flight from marks.

(*d*) All releases must be made within a circle of half a mile radius from the Club House and upwind from it.

PRIZES

Best Distance during the year: Lord Wakefield Challenge Trophy.

Best Height during the year: de Havilland Challenge Cup.

Best Duration during the year: Volk Challenge Trophy.

Best Goal Flight during the Contests: Manio Challenge Cup.

Best Club Team during the Contests: L. du Garde Peach Challenge Trophy.

Inter-club Class Contest.

A Trophy and a prize of value not less than 10 guineas. Guaranteed by the London Gliding Club.

Open Contest.

First Prize: Not less than 10 guineas to the Entrant.
Second Prize: Not less than 5 guineas to the Entrant.
Guaranteed by the London Gliding Club.

Best Distance, Best Height, Best Duration During the Contest.

Prizes of 5 guineas each to the Entrant of the glider recording respectively the best Distance, best Height, and greatest Aggregate Duration.

Daily Prizes.

Will be announced during the course of the Contest.

Dunstable to Long Mynd.

A prize of £50, subject to its not having already been won prior to the Contests. Offered by C. Espin Hardwick, Esq.

Air League Prize.

A prize of 10 guineas, presented by the Air League of the British Empire, to be competed for under conditions which will be announced later.

Carpmael Prize.

A prize of 10 guineas, presented by A. Carpmael, Esq., to be competed for under conditions which will be announced later.

Visiting the Competitions

To all Members of Gliding Clubs.

THE London Gliding Club welcomes the attendance of members from all other gliding clubs during the period of the Competitions, but wishes to draw their attention to the following special arrangements which are essential to ensure sound organisation and to comply with the requirements of the licensing laws and the entertainment tax authorities. The same arrangements apply to members of the London Gliding Club.

Special Arrangements.

1. The entrances to the Members' Enclosure will be controlled, and there will be a charge of five shillings per day per person and two shillings and sixpence per car to *all* persons who are not in possession of either member's or guest's badges and car passes.

2. The Secretary of the London Gliding Club will be pleased to send Honorary Membership Badges and Car Passes to every member of a gliding club who writes to him enclosing evidence of membership of another gliding club. Only one free badge and car pass can be issued to each applicant. Honorary membership entitles the holder to the full privileges of non-flying members of the London Gliding Club during the period of the competitions.

3. Honorary, Associate and Flying Members of the London Gliding Club who wish to bring friends into the Members' Enclosure can acquire special Guest Badges, price five shillings each, which are valid for the whole period of the competitions. The badges are only available prior to the commencement of the competitions, and will not be on sale at the entrance. Intending purchasers should send their application with remittance to the Secretary, The London Gliding Club.

4. Applicants for honorary membership badges may apply for guest badges at the same time, provided that they enclose the necessary remittance.

5. These arrangements do not apply to competitors, who will be sent their badges and car passes as soon as their entries have been accepted.

It will greatly assist the organisers if intending applicants for Honorary Membership or Guest Badges will write to the Secretary, The London Gliding Club, 11, Bow Churchyard, London, E.C., as soon as possible.

From Here and There

Long French Flight.—It was announced in the Press on April 11th that the pilot Alfred Bigion had flown a sailplane from Nancy to Nevers, about 200 miles.

* * *

New American Record.—On April 19th Lewin Barringer, secretary of the Soaring Society of America, broke the former American distance record by soaring 210 miles from Wichita Falls to Tulsa, Oklahoma.

* * *

A "Kestrel" Offer.—The Dunstable Sailplane Co. announces that the firm is offering special terms to clubs purchasing KESTREL sailplanes. A batch of KESTRELS is now being laid down and clubs considering the purchase of one or more sailplanes should get in touch with the Dunstable Sailplane Co. (Phœnix Works, Gerrard's Cross, Bucks.) at once if they wish to obtain the benefit of this offer.

British Gliding Association

Release Hook on "H-17"

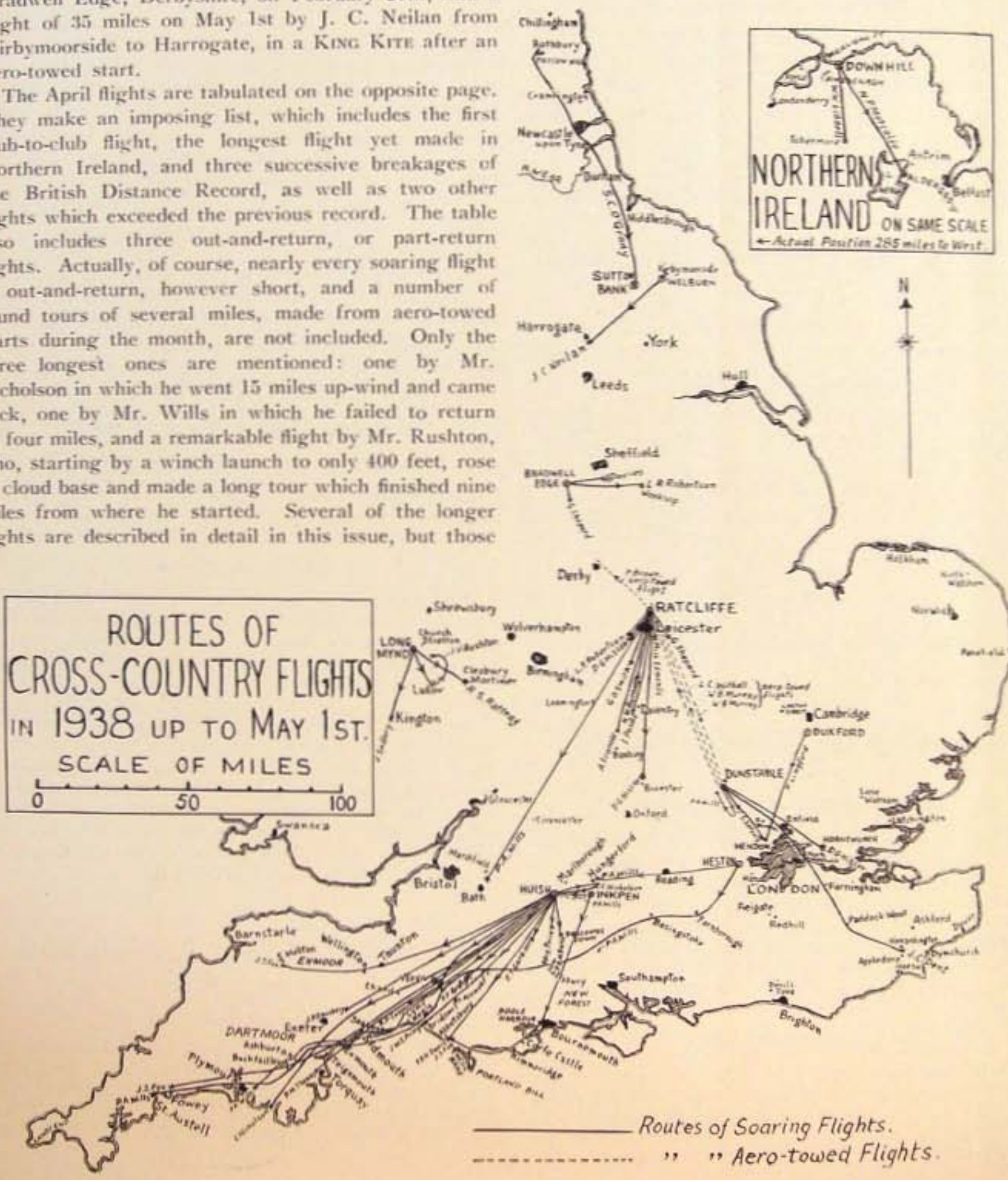
The B.G.A. Technical Committee recommends that H.17 sailplanes should not be winch-launched with a release hook fitted in the nose position. The aircraft should not be winch-launched until fitted with a release hook in a position approved by the Technical Committee.

2,046 Miles in April

THE total amount of cross-country soaring in the British Isles during April, 1938, covered a distance of 2,046 miles. This is, of course, easily a record. The accompanying map, which has taken some drawing, shows the approximate routes of the 40 flights which make up this total; also of two flights done from Bradwell Edge, Derbyshire, on February 27th, and a flight of 35 miles on May 1st by J. C. Neilan from Kirbymoorside to Harrogate, in a KING KITE after an aero-towed start.

The April flights are tabulated on the opposite page. They make an imposing list, which includes the first club-to-club flight, the longest flight yet made in Northern Ireland, and three successive breakages of the British Distance Record, as well as two other flights which exceeded the previous record. The table also includes three out-and-return, or part-return flights. Actually, of course, nearly every soaring flight is out-and-return, however short, and a number of round tours of several miles, made from aero-towed starts during the month, are not included. Only the three longest ones are mentioned: one by Mr. Nicholson in which he went 15 miles up-wind and came back, one by Mr. Wills in which he failed to return by four miles, and a remarkable flight by Mr. Rushton, who, starting by a winch launch to only 400 feet, rose to cloud base and made a long tour which finished nine miles from where he started. Several of the longer flights are described in detail in this issue, but those of Mr. Wills and a few others, have had to be held over for lack of space and will appear later.

It is noteworthy how aero-towing has enabled a large number of flights to be made in the north-east winds which prevailed through most of the period.



Date	*Starting Place*	*Pilot*	*Sailplane*	*Mode of Start*	*Landing and Mileage*	
3rd, Sun.	Dunstable (London Club) ...	J. C. Dent	Kirby Kite	Slope lift	Kenardington, Appledore, Kent ...	81
,,	,, ,, ...	D. G. Hiscox	Kirby Kite	,, ...	Hornchurch aerodrome, Essex ...	30
,,	,, ,, ...	J. S. Sproule	Grunau Baby	,, ...	Hendon aerodrome	22
,,	,, ,, ...	P. A. Wills	Minimoa ...	,, ...	Dagnall, via Hemel Hempstead	17
,,	Rothbury (Newcastle Club)	S. C. O'Grady	Kirby Kite	,, ...	Sutton Bank, Yorkshire	77
,,	Magilligan (Ulster Club) ...	N. P. Metcalfe	Kirby Kite	,, ...	Aldergrove aerodrome	45
,,	,, ,, ...	W. W. Liddell	Kirby Kite	,, ...	Tobermore	24
,,	Bradwell Edge (D. & L. Club)	G. Shepard	Rhönbussard	,, ...	Longstone Edge	5
10th, Sun.	Huish (Cambridge Club) ...	J. S. Fox	Rhönadler	Aero-tow	South Molton, Devon	91
,,	Heston Airport	P. A. Wills	Minimoa ...	,, ...	Hungerford	48
11th, Mon.	Huish (Cambridge Club) ...	P. R. N. Davis	Rhönadler	,, ...	Boscombe Down aerodrome ...	14
14th, Th.	Inkpen (Cambridge Club) ...	J. S. Fox	Rhönadler	Slope lift	Abbotsbury, Dorset	69
15th, Fri.	,, ,, ...	P. A. Wills	Minimoa ...	,, ...	Huish, Wilts	16
17th, Sun.	Huish (Cambridge Club) ...	C. Nicholson	Rhönsperber	Aero-tow	Bigbury-on-Sea, Devon	119
,,	,, ,, ...	J. W. S. Pringle	Kirby Kite	,, ...	Bridport, Dorset	64
,,	,, ,, ...	P. R. N. Davis	Rhönadler	,, ...	Abbotsbury, Dorset	60
,,	,, ,, ...	D. F. Greig	Kirby Kite	,, ...	Milborne Port, near Sherborne ...	40
,,	,, ,, ...	F. T. Gardiner	Kirby Kite	,, ...	Wylye, Wilts	17
,,	,, ,, ...	Mrs. J. Price	Rhönbussard	,, ...	Knighton Down	12
,,	Ratcliffe, Leicester	P. A. Wills	Minimoa ...	,, ...	Marshfield, Gloucestershire ...	110
,,	,, ,, ...	D. G. Hiscox	Gull ...	,, ...	Bicester aerodrome...	58
,,	,, ,, ...	A. Ivanoff	Grunau Baby	,, ...	North of Banbury	45
,,	,, ,, ...	G. O. Smith	Condor ...	,, ...	Lutterworth	18
,,	,, ,, ...	L. R. Robertson	Rhönbussard	,, ...	Braunstone aerodrome	9
18th, Mon.	Huish (Cambridge Club) ...	J. S. Fox	Rhönadler	,, ...	Fowey, Cornwall	144
,,	,, ,, ...	P. A. Wills	Minimoa ...	,, ...	Plympton, Devon	118
,,	,, ,, ...	P. M. Thomas	Kirby Kite	,, ...	Torquay, Devon	100
,,	,, ,, ...	J. P. Dewsbery	Rhönsperber	,, ...	Clyst St. Lawrence, Devon ...	82
,,	,, ,, ...	R. P. Cooper	Rhönbussard	,, ...	Thorncombe, near Chard... ...	65
,,	Ratcliffe, Leicester	I. Passold	Rhönbussard	,, ...	Daventry, B.B.C. grounds ...	34
,,	,, ,, ...	N. W. Burnett	Grunau Baby	,, ...	Lilbourne	24
,,	,, ,, ...	G. Shepard	Rhönbussard	,, ...	Ilston-on-the-Hill	12
,,	,, ,, ...	Miss A. Edmonds	Grunau Baby	,, ...	Stoughton	10
,,	,, ,, ...	D. G. Hiscox	Gull ...	,, ...	Braunstone aerodrome	9
,,	Long Mynd (Midland Club)	J. Saffery	H-17 ...	Winch into thermal	Kington, Herefordshire	23
,,	,, ,,	R. S. Rattray	Cambridge II	,, ,,	Cleobury Mortimer...	18
19th, Tu.	Huish (Cambridge Club) ...	C. Nicholson	Rhönsperber	Aero-tow	Huish, via Hungerford	30
,,	Long Mynd (Midland Club)	J. V. Rushton	Kirby Kite	Winch into thermal	Munslow, via Ludlow & Clee Hills	30
30th, Sat.	Heston Airport	P. A. Wills	Minimoa ...	Aero-tow	St. Austell, Cornwall	206
,,	Duxford (Cambridge Club)	K. Lingford	Kirby Kite	,, ...	Hendon aerodrome...	41

45 Miles Across Ireland

SUNDAY, April 3rd, was a perfectly ideal day for one's first serious attempt at cross-country work, and it was a pity I could not get into the air before 2.50 p.m. However, it didn't seem to matter, and the cloud bases had no doubt lifted considerably by that time. There was a good N.W. breeze of 25 m.p.h. at ground level with maybe 40-50 at 3,000 feet.

Lift was disappointing until I got to Binevenagh at about 3.30. Flew out in front towards a long street and connected immediately at about 1,800 feet. I crossed the ridge at 2,000 feet in my second circle and was up to a 3,200 feet cloud base in a very short time. Flew straight over Keady Mountain and on towards Donald's Hill to the south at a colossal ground speed, losing height down to 2,200 feet. Feeling slightly worried, I tried another cloud (I had been flying out in bright sunshine) and, just as the text books tell us, was up to a 4,000 feet cloud base in an incredibly short time—probably not more than six or seven tight circles.

I could now see Lough Neagh in the haze and decided to make for Aldergrove Aerodrome on the easterly shore, prompted mostly by the scepticism of one of my small sons, who laughed when I had told him earlier in the day that I was going to land at Antrim, close by. I simply pushed the nose down and fled thither, once down to 2,500 feet and once up into cloud at 4,400 feet, but mostly at about 3,500-3,800 feet. I only paused to wait for a good cloud to help me over the five miles neck of water at the N.E. corner of the Lough and, admittedly with trepidation, did about three circles under it! By that time I was half way across, so flinging discretion to the winds I pushed up to *about* 60 m.p.h. air speed (someone had pinched the pressure and static tubes out of the Kite before the start) and at 4.10, just 35 minutes after leaving Binevenagh, I was over Aldergrove and still had 4,000 feet in hand. The sky to eastward was empty of clouds, the lift could not be expected to remain much longer at its previous figure, and I had promised to land at Antrim (a few miles north).

The already dying lift at 4.25 (I was still in the vicinity) decided me and I came in at 4.35 p.m., to be greeted royally and fed and housed—also the Kite, which was tucked under the wing of a "Hart" and looked very minute. There had been no flying at Aldergrove that day, owing to high wind and gustiness.

The only really notable thing about the flight was the really grand ground speed obtained. Binevenagh was left at 3.35 and Aldergrove, 45 miles away, was reached at 4.10. That sounds like 77 m.p.h. in spite of the slightly cross-wind course. It was all rather breath-taking for a first serious attempt. Of course my barograph had to stop as I put it into the machine and I could not be persuaded to start again!

N. P. Metcalfe.

Dunstable to Kenardington, 81 miles

THIS flight was made with the following variations from normal:—

The variometer, which had been beyond reproach ever since we fitted it, decided that it was time for a spring clean and so it stuck. The batteries of the "turn and bank" were run down, so that was not working. On the previous day Greig had sat backwards through the parachute box. This was probably an advantage as, for the first time, the machine was not nose-heavy.

I had been hill-soaring for about an hour and a half and the hill was getting very crowded. I went to the "bowl end" to get clear of the crowd. Everybody went up except me. I went to the Zoo end. Everybody went up except me. I went back to the "bowl end" in despair. Flying away from the hill I noticed my altimeter showed 1,200 feet, so I threw a circle. It showed 1,300 feet, so I threw another—1,400 feet. By this time I was back to the hill. At 2,000, owing to the strength of the wind, I had to decide to go back now or not at all; I had not the proverbial 3,000 feet, but was still going up, so I decided on "not at all."



Mr. J. C. Dent in the grey "Kirby Kite" in which he made the flight described on this page.

The RHÖNADLER was just below me, but not so far behind the hill; another KITE was about 1,000 feet below me, and below that was the MINIMOA on her maiden flight. At 2,500 I saw the RHÖNADLER go back. At 3,500 I saw the MINIMOA start back, but I heard afterwards that she changed her mind and went to Hemel Hempstead. At 4,500 I saw the other KITE set off in an easterly direction. Soon after this I stopped and went off to find out how far the lift extended. Finding myself coming down, I went back to the cloud and circled to about 6,000 feet. The bottom of the cloud was bell-shaped, so I flew out through the east side into a snowstorm. Just before Enfield I arrested my descent by circling under a transparent cloud, but, making no upward progress, I went on to a bigger cloud. I was now at about 3,000 feet over London, but there were several playing fields and smaller bits of grass, and I knew the KITE could land almost anywhere. Under the front edge of this cloud I went up to 5,000 feet. Over North Woolwich I circled to 5,300, but went on again as I wanted to get across London to obtain complete peace of mind. I circled over the Thames just above the Ford works, and watched the shipping go by. Here I went up to about 5,500 feet. My altimeter started to go up again over Farningham. Being now clear of London I took my time and circled up to 6,600 feet, which was about cloud base. Seeing a promising-looking cloud to the south I set off to it. I recognised the Redhill-Ashford railway by its straightness, and, not being able to see Ashford, I knew I was further west than I meant to be. I circled over Paddock Wood to 6,600 feet and, feeling cold for the first time, set off S.E. I rose another 300 feet. I saw the sea near Dymchurch, and being afraid of being swept out to sea, I altered my course to E.S.E. I need not have worried. My descent then became very rapid—about 5 feet per sec. at least. I flew through another snowstorm, my third, but got no lift. When at about 2,000 feet I turned S.E. to make my distance as long as possible. Just before the Romney Marshes I came to some power wires and at once felt at home. I picked out two good fields, decided on the one with least sheep. The KITE, however, decided on a third. Turning over the power wires, she put one wing down until she was 15 feet over a stream, then righting herself she came gently to rest on the far bank, about 1½ hours after leaving Dunstable. We came down the last 1,000 feet in about 90 seconds.

When Greig and Stevenson saw the field they described it as "the worst in England." Even if it was under 150 yards long and had 70-foot power wires across the leeward side—even if it had a stream across it, a row of posts across one side, and was full of sheep, it at least sloped the right way and there was somebody in it ready to turn a wing into wind. Anyhow we landed with 75 yards to spare. A KITE can land almost anywhere.

I was fortunate in my choice of landing place. The occupants of the nearest house allowed me to telephone for the trailer, the car having already been started up and hooked on. Mr. Bell then took out his car, drove me back to the KITE, lent me his tool kit to dismantle. We were assisted in this by nearly the whole population of the surrounding countryside (about ten people). The sky having completely cleared, I spent a nice quiet Sunday afternoon being royally entertained by the Bells.

J. C. DENT.

Thought

When deep below horizon's rim
All other sailplanes I survey,
I say to my reflection in the airspeed's glass:
"You're flying jolly well to-day!"

But when positions are reversed
And friends 'twixt cumuli are plying,
To scowling face I *shout* with rage:
"This *is* an inefficient crate I'm flying!"

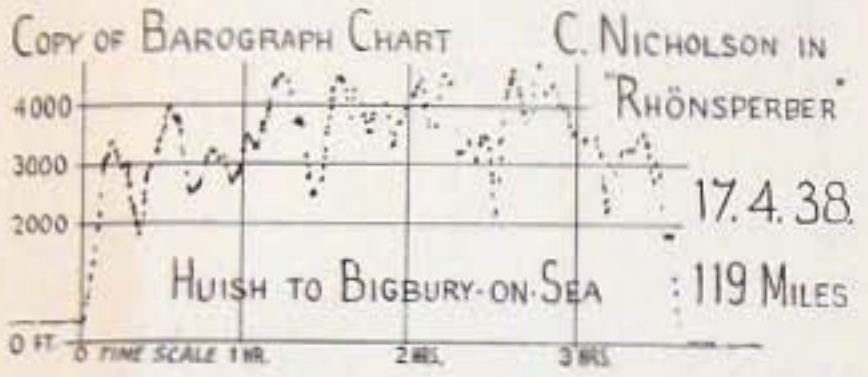
J.S.

A British Distance Record

[On April 17th Mr. C. Nicholson, of the London Gliding Club, set up a new British Distance Record by soaring from the Cambridge University Gliding Club's camp at Huish to Bigbury-on-Sea, near Plymouth. Below he gives some notes on the flight.]

Ball came out of quick release at 200 feet on aero-tow. Just enough to regain flying field.

Cast off second aero-tow at 11.15 at 1,600 feet into 10-feet-a-second thermal which took me into base of cloud at 3,200. Very soon struggling at 1,400 within



sight of Upavon. Thermals, though small, were easy, provided you were above 3,000. Below 3,000 you had to be content with weak lift which often showed zero on variometer for several circles.

After about 1½ hours sky cleared. Individual clouds instead of streets. Took great trouble to approach clouds directly from behind after checking wind direction by cloud shadows. Cloud base steadily rising. Course between clouds always across wind. Badly under-estimated ground speed, and so lost myself.



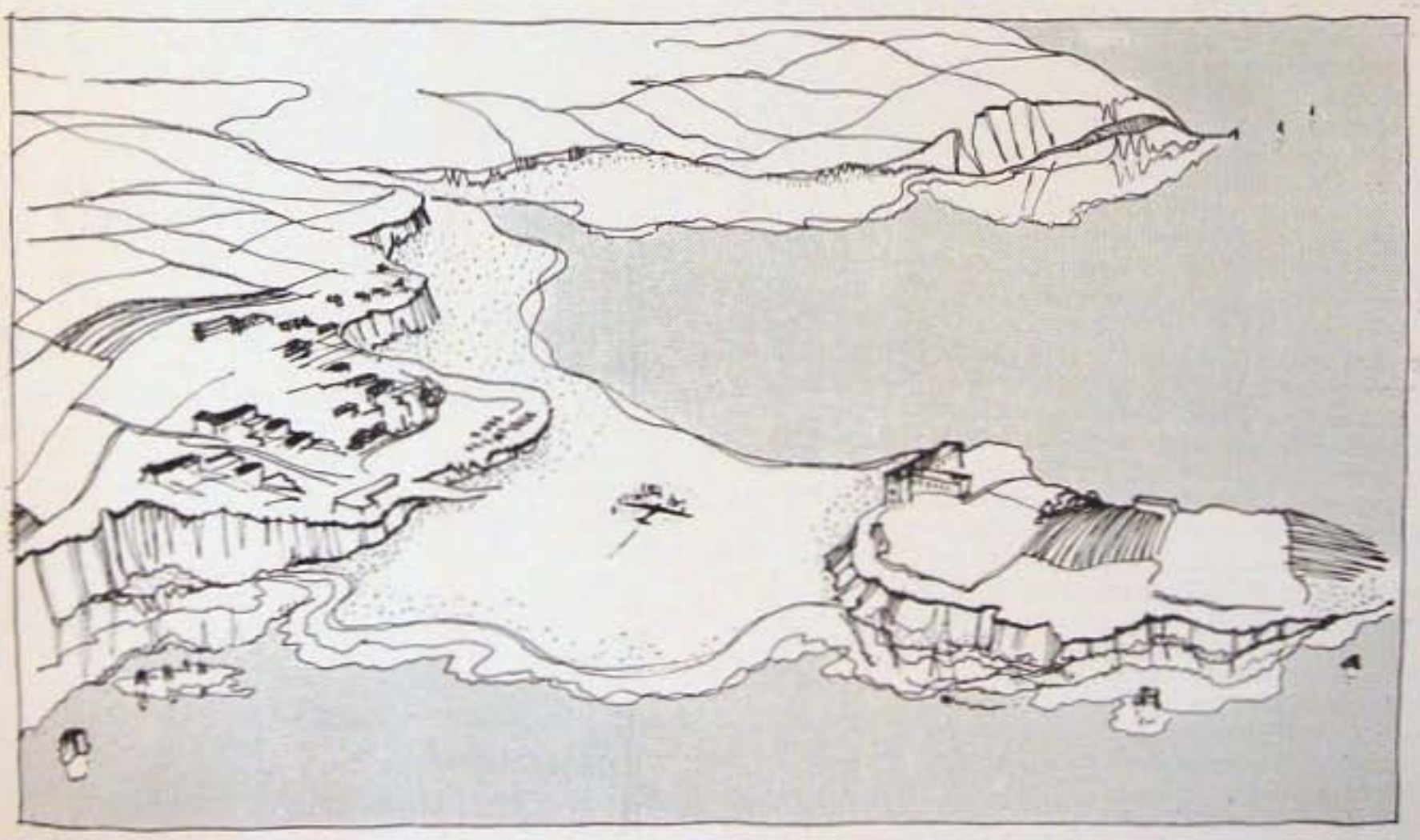
Mr. C. Nicholson, with parachute on back, getting into the "Rhönsperber." On the left is Mrs. Nicholson, and on the right P. M. Thomas, secretary of the Cambridge Club.

[Photo by K. Lingford.

Coast line now growing clearer on left after two hours' flying. Refused for some time to believe town ahead to be Exeter. Passed directly over aerodrome at 1.30. Shortly afterwards reached cloud base and maximum height at 4,600 feet above sea level. Thermals from now on very small and weak. Much circling meant drifting steeply down towards coast. Plenty of down-draughts. Plymouth within doubtful range. Sky almost devoid of cloud. Brilliant sunshine. Sea slightly disturbed by passage of toy Union Castle liner.

Landed 2.34, on 300 yards by 300 yards patch of sand connecting Borough Island with Bigbury. Four and a half hours later Jack Dewsbery took photo of landing ground under 6 feet of water. Distance eventually recorded by B.G.A. as 120½ miles.

C. NICHOLSON.



Mr. Nicholson has drawn this picture to show where he landed, on a stretch of sand below high-water mark, between Bigbury-on-Sea, seen on the left, and Brough Island, on the right.

Another British Distance Record

APRIL 18th: 144 MILES

ON Easter Sunday, during Nicholson's three-hour record-breaking flight, the poor old ADLER was sitting in the field at Pewsey, but we got Peter Davis away in it eventually at 2.30 p.m., and he still managed a good flight of over 60 miles.

Easter Monday was equally good, but the wind was much lighter. After another delay we got the ADLER off just after 11.30 a.m. The aero-tow was hellish! In lee of the Pewsey Downs and over some high elms, my camera came up and gave me a smack in the face, and I began to wonder what was going to happen next. The rest of the tow was very similar to its beginning, and the RHÖNADLER, for once in its life, seemed almost uncontrollable. Finally, I made a fool of myself! The "Moth" found a gentle thermal, so I glanced at the altimeter and released at what I thought was 1,900 feet, quite forgetting that, before starting, I had set it at the height of the launching field, which was 450 feet above sea level.

I spent an agonised hour over Pewsey at a height of between 600 and 1,200 feet. All the wretched thermals seemed nothing but gas and fizz. At 12.30, however, they lost sight of me at the camp as I went up into a cloud 5,000 feet above them. And what a thermal it had been! Mostly about 10—15 feet per second. All through the day I longed to find such another so that I could romp up into the clouds and race from one cloud to the next, but I was always disappointed. Then, to my disgust, I remembered that in my haste to get launched I had forgotten to set the barograph! So I opened the cockpit and made a desperate effort to reach the ADLER's cubby-hole. It was impossible.

I already had my course arranged, and the trailer was following down below. I kept slightly across wind, leaving the coast well on my left, and made a bee-line for the south of Dartmoor, *via* an old coastal friend of mine—Sidmouth.

The clouds were very fascinating—most of them rather flat, in varying shapes and sizes. Sometimes I saw the birth of new ones ahead of me, positive objectives, and the glider-pilot's paradise.

I set myself the task, every time I entered a cloud, to make at least 6,000 feet if possible before I set a compass course to come out again. My best climb inside any of those flat clouds was 800 feet. Three times I got sufficient height to enable me to enter the next cloud by its side door, instead of going into it *via* the usual entrance from the basement. But this cloud-flying seemed to waste time and hindered observations of formations ahead of me, so after I had tackled a good many I decided to leave them alone during the rest of the flight.

At Sidmouth I caught up Michael Thomas, who had left Pewsey in the club KITE about an hour before I did. We flew very close to each other, and shouted and waved greetings. I kept him in sight as far as Exmouth, where he dashed on ahead of me while I continued circling.

Beyond Exmouth conditions became difficult. The thermals were terribly rough and I did several inadvertent stall-turns. The air between them seemed boisterous, and all flying was most uncomfortable. I reached Ashburton below 2,000, where the thermals were so scratchy that I thought the day was done.



Mr. J. S. Fox in the cockpit of the "Rhönadler," in which he made the record flight of 142 miles described by him in the accompanying article.

After a desperate struggle I reached 5,000 again, being now over Buckfastleigh Abbey, then I cut inland across Dartmoor, over which I smelt out some heath-fire lift. I arrived over Plymouth between 4.30 and 4.45 p.m. at a height of 4,000 feet, and celebrated the occasion by doing my first (and probably my last) loop in the ADLER!

Very high above Plymouth were the last remaining clouds: five small flecks. There was steady lift right up to them at about 3 to 4 feet per second. The ADLER's altimeter went just beyond its final calibration, which is at 7,000 feet.

Whether it was that I was tired after a late trek home the night before, or whether it was the altitude, or whether it was just giddiness after interminable circles, I do not know—perhaps it was a combination of all three—but I began to feel slightly sick. Nothing, at that moment, seemed more inviting than to escape by parachute down towards the sea.

The view behind me was magnificent, and away on my left I could see little ships many miles out to sea, but straight ahead and also to the right of me stretched a high bank of impenetrable haze. This unfortunately prevented me from seeing either Land's End or both coasts at once. As I flew along down the southern Cornish coast, my drift became very puzzling. Then I realised quite suddenly that during the six hours of my flight the wind had completely changed. For the third time during the week I finished a long cross-country flight with the wind almost *against* me.

I set a compass course and flew on into the haze. It seemed to be gently rising throughout, and if the wind had been behind me I could have used it to some advantage. As it was I had to dash through it to make any ground-headway at all, but even at a fast flying speed—up to 105 km.p.h.—I only sank at a rate of between one and two feet per second! I entered it at 6,800 feet and had to fly blind down to 5,000. Beyond that point visibility was fairly good and I followed the coast line down towards St. Austell, but I made slow headway against the head wind and only covered twenty miles from 7,000 feet, which gives an *effective* gliding angle of 1 in 15.

On the previous Sunday, gliding with a light cross-wind over the Somerset Plain, my effective gliding-

angle worked out at 1 in 27! Similar conditions after Plymouth would have taken me exactly to Land's End.

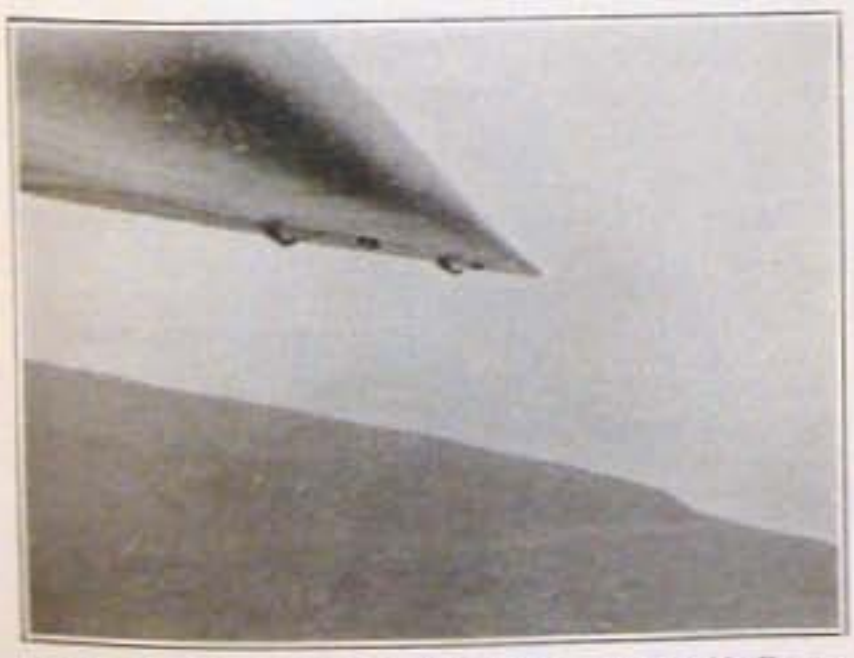
I had to cross the Fowey Estuary to reach roads and civilisation, but my slow progress and rapid loss of height gave me rather an anxious five minutes. I reached the estuary *via* its tributary from Lanreath, and finally crossed over actually below the top of its 300 feet high wooded banks. I then turned in towards my little landing field, cutting it as fine as I possibly could and only clearing the hedge by a margin of two feet, even then I could not get down as the field sloped in awkward directions. After twice gently touching a wing-tip I landed with the inevitable drift—but a quarter-of-a-ton of RHÖNADLER does not like having to land sideways! Fortunately the damage was only slight.

Both the RHÖNSPERBER and the MINIMOA had had a good hour-and-a-half's start on me that morning, and it somehow never seriously occurred to me that I had been the luckiest of the three. It came as a complete surprise to me to learn that the dear old ADLER had at last recaptured the British record. I had a long talk over the 'phone with Simpson before he told me where the others had landed. Apparently Michael Thomas was still missing, and the news that I had seen him was the first that the camp had received.

My arrival in the tiny village of Golant was, I believe, the only thing that had ever happened there, and my reception was in proportion to the importance of the occasion—when I did succeed in finding *anyone* there to give me a reception at all. For a long time I didn't see one single soul. All the houses up on the hill seemed completely deserted. I at last found one that was inhabited, but for a long time both its inmates were unable to think what a "gloider" could be!

The lane past that house had a gradient of about one in two-and-a-half.

After an enormous high tea with my friend, Mr. Blowey, the retired village pub-keeper, we de-rigged the good old ADLER, then twilight turned the place to magic. The stars all twinkled kindly, and the red glow of burning heath more than doubled its natural beauty by being reflected in the still water. Finally, at 9.30 p.m., sitting round a blazing fire in company with two Press reporters and many others, an old wireless told us all about it!



A photograph taken over Sidmouth by Mr. Fox while on his distance record flight. Below the "Rhönadler's" left wing the hazy outline of the Devonshire coast can be seen.



"I got sufficient height to enable me to enter the next cloud by its side door . . .": and as he approached it Mr. Fox took this photograph of it through the cockpit cover.

May I pay a tribute, before concluding this story, to all the splendid fellows with whom I had spent the week. They were the very best of company, they worked incessantly—without talking about it—and *nothing* was ever too much trouble for them. As for good old "Tom," we simply *could not* stop him working, in fact nobody *ever* saw him doing anything else during the whole of the ten-day camp. He, Walker, Peter Davis, myself, plus a stack of luggage and camp beds, more than filled my little car; even then it towed the huge trailer up the steepest and narrowest Cornish lanes, which had a gradient of about one in three. Twice we had to lift the trailer round quite impossible corners.

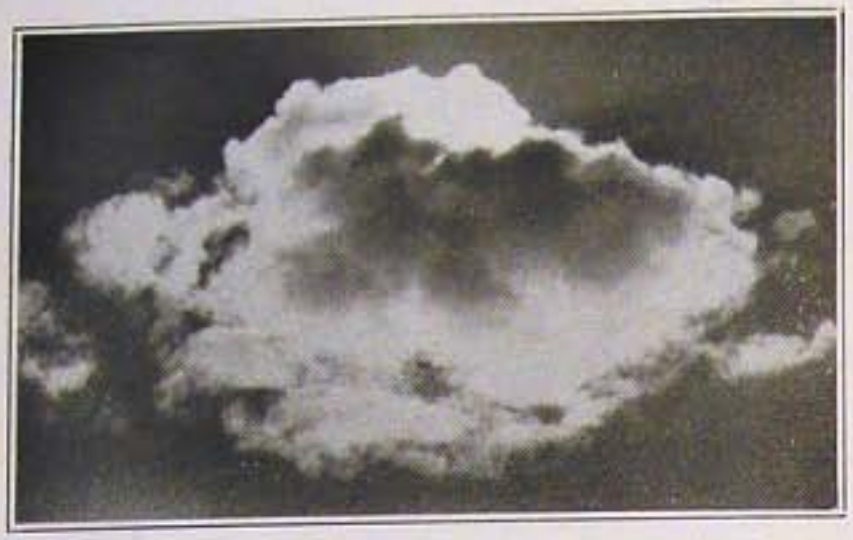
We left Golant at 3.15 a.m., drove all night across Dartmoor, reached my home at Wellington, Somerset, at 7.30 a.m. for a *most* welcome breakfast. We got back to Pewsey at 2.45 p.m. and I reached Dunstable at 7.30 in the evening. Pewsey-Golant-Pewsey-Dunstable registered 523 miles on the car's clock, but everyone, including the skid-less ADLER, came to the conclusion that it had been worth while.

The flight, by the way, had taken just over six hours, i.e., about five hours after leaving Pewsey, which gives an average speed of about 29 m.p.h. Between clouds I sometimes flew at 60 m.p.h.

It is rather amusing, looking back through my log, to find that, although I have now done 32 hours' cross-country flying, I had only once before this camp exceeded "Silver C" distance in a straight line, owing chiefly to the retrieving difficulty, when I only had a little Standard 9. During our week's camp, however, I had the luck to cover a total of 305 miles in three consecutive flights.

91 Miles to South Molton.

The first one, on Sunday, April 10th, was a 65-mile cross-wind goal flight to my old home at Wellington, Somerset. Over Wellington I reached 5,000 feet, which was much too good to throw away, so I went on over Exmoor. I eventually made the mistake of chasing heath fires which were 1,400 feet above sea level. If I had only kept over the valleys I feel confident I should have made Barnstaple (115 miles). In fact, two minutes after my landing in one of those valleys a hawk—curse him—circled up just over my head until I lost sight of him completely. Anyhow, I had flown 91 miles, made a good goal flight, and it had been a glorious day. This flight took 4½ hours.



This is the kind of thin, flat cumulus cloud which is formed when there is "inversion" just above the cloud base. The cloud was photographed from Huish at 11.30 a.m. (S.T.) on April 10th, a few minutes before Mr. Fox started his flight of 91 miles to Exmoor.

70 Miles to Chesil Bank.

The second one on Thursday, April 14th, was sadly bungled—by me. We took our 'planes over to the Inkpen Hills, near Hungerford, 18 miles east of Pewsey. The sky that morning was magnificent, and there was a fair wind set straight for Cornwall. By 11 o'clock, when all was ready, I found I had left the parachute behind! It had been Peter's job to look after it, and he had gone home just for that day. I eventually got launched at 1.15 p.m. under an overcast sky, and so a perfect day was thus wasted.

I reached 3,000 feet, however, and went off to see what I could do, but only ten miles behind the hill I was down literally to a hundred feet and was actually approaching for my landing over some elms and a farm house. Heaven knows what happened next, but ten minutes later I saw those elms and that farm house 4,000 feet below me. I think the ADLER must have burst one of Wolf Hirth's stationary bubbles.

I reached Bournemouth at 3,500 feet and had a huge thrill flying round Poole Harbour. I then continued westwards, high above the Purbecks, catching a familiar glimpse of Corfe Castle and Kimmeridge, where I strained my eyes to spot another sailplane, quite forgetting, of course, that it was a Thursday. I flew right out to sea in the direction of Portland Bill, and finally landed further down the coast near Abbotsbury and Chesil Bank. There I had dinner—or should I say, "I dined"—at the local Manor House. Then we prepared two more dinners, all ready for the pursuing trailer drivers. Finally, for the long trek home again they gave us a large hamper and cider for three.

This flight was probably about 80 crooked miles and took 4¼ hours. Again there was a sea breeze blowing *against* me before I landed. Inland from Chesil Bank I found slow steady lift at about 1 to 2 feet per second over quite a considerable area. I flew back on my course again and explored the whole district with much interest.

Over the New Forest, by the way, a buzzard spotted me circling and came over to share my thermal. I was then at 3,800 feet. He kindly tried to show me how thermal soaring should be done, and he did, in fact, succeed; so I then returned the compliment and left him a long way down below. As a last resort he started flapping, and finally flew off in disgust.

J. S. Fox.

Westward Ho!

I wonder where our comrades are to-night:
Is ADLER, MIN' or SPERBER still in flight?
I wonder where they've gone,
And what they've landed on;
Is Plymouth Hoe or Cornish Fow the site?

I wonder which, when parted from our sight,
Has flown the farthest, gained the greatest height:
Is Kit or John or Phil
The champion pilot still?
I wonder. . . .

T. F.

Courses in Poland

APPLICATIONS to join the Bezmiechova gliding school in Poland should not be addressed to the school, but to: Aeroklub Rzeczypospolitej Polskiej, Warszawa, Rue Krolewska 2, Poland.

It will save time if those who have not been to Poland before will enclose with their applications the following particulars about themselves:—

Name and Christian names, nationality, date and place of birth, name of parents, profession of parents, knowledge and profession of applicant, other personal particulars, permanent address, persons or institutes able to give references about the applicant, aeronautical proficiency of applicant, theoretical and practical (i.e., gliding certificates, when and where obtained, aeroplane experience, if any), and which course the applicant wishes to join. Accepted applicants must produce a medical certificate for gliding, given for the current year by a qualified doctor, and three photographs in passport form. Those under 21 must also produce signed permission from parents or guardians, confirmed by a local authority.

The courses are:—

High-efficiency course: Aerobatics, storm, formation, and out-and-return flights, night flying. Object: "Silver C" distance qualification, pupils must have already done the duration and height. Charge: Zl. 30.

Training course: Slope lift and thermals, short out-and-return flights. Object: 5-hour and 1,000-m. flights towards "Silver C." Charge: Zl. 30.

Elementary course for "B" certificate holders and aeroplane pilots. Charge: Zl. 60.

There are also courses for beginners (this category includes "A" certificate holders).

All pupils may take their meals (four a day) at the School Casino for Zl. 2 per day, and live at the school for Zl. 0.40 per day. (The present exchange value of the Zloty is about 9d.)

Those who wish to keep in touch with others going to Poland should write to Mr. A. W. Lacey at the London Gliding Club.

Applications must reach Poland at least two months before the beginning of the desired course.

Aero-Towing at Leicester

NOT only did Mr. W. Lindsay Everard, M.P., lend his private aerodrome for the London Gliding Club and the Derbyshire and Lancashire Gliding Club to hold an aero-towing meeting on, but when club members arrived at their booked quarters at the "Durham Ox" or the "Gate Hangs Well" they found that they were going to stay there as his guests.

The aerodrome at Ratcliffe has every imaginable convenience, but what pleased glider pilots most was its size—over 1,000 yards long by 600 wide. Another pleasing discovery was that in Mrs. Winifred Crossley we have the ideal aero-towing pilot. And, arising out of this, there was the realisation of pilots new to aero-towing that the process is the pleasantest means of mechanical launching yet invented.

Good Friday, in spite of absence of either blue sky or cumulus clouds, turned out to be soarable for about six hours during the afternoon. Alan Goodfellow reached the greatest height of the day in his first thermal flight, which took him to 2,950 ft. There were in all 25 flights with a total duration of 8 hrs. 42 mins.

Saturday, April 16th, was a dud day for thermals, but another kind of sustenance was provided when the whole party was entertained to dinner in the hangar by Mr. Lindsay Everard. Before this, P. M. Watt had been towed up to 6,000 ft. in the GULL and put it through spinning and other aerobatic tests on the way down.

On Easter Sunday cross-country flying began. P. A. Wills, by keeping his MIXMOA continually on the move by either road or air, contrived to attend two meetings at once. Overnight he arrived by road from the Cambridge Club's meeting in Wiltshire, and during the day soared back over much the same route, going 110 miles into Gloucestershire. This would have been a new British distance record but for the fact Nicholson went 119 miles the same day from Wiltshire and landed sooner.

D. G. Hiscox, satisfied now that his GULL was airworthy, took it 58 miles. Of this machine's various improvements on the KIRBY KITE, the increased speed range appears to be one of the most important for cross-country work. A. Ivanoff went "Silver C" distance at last, and G. O. Smith and L. R. Robertson got away too. Ivanoff found that lift depended on the nature of the ground below rather than on the cloud streets above, which were disappointing.

The wind was strong, and shook W. B. Murray and his passenger, L. Wright, severely when they were aero-towed from Dunstable in FALCON III in the early morning.

On Monday, under an overcast sky, the lift went up as high but there was less of it about. Only Passold just managed "Silver C" distance. N. W. Burnett, G. Shepard, Hiscox and Ann Edmonds also got away. Miss Edmonds sank to 600 ft. before getting a thermal of 15 ft. a second over Syston, the near-by village, and Burnett got up at the same rate into a cloud at 4,000.

Tuesday was departure day, and those who stayed found that, of the few areas of lift, the large ones were too weak and the strong ones too narrow. Finally,



The new Slingsby "Gull" at Ratcliffe aerodrome, Leicester, where it made its first public appearance.

P. Brown was towed home to Derby in his KITE, newly acquired from Hiscox, and then Murray, in FALCON III, escorted three ladies (two in the aeroplane) back by aerial train to Dunstable.

The flying results for the five-day meeting were:—126 tows, 50 hrs. 56 mins. flying time, and 10 cross-country flights totalling 333 miles. Our host's hospitality bore good fruit.

In Parliament

IN the course of a speech during the debate on the Cadman Report in the House of Commons on March 28th, Mr. W. Lindsay Everard, M.P., said:

I was horrified at the answer given by my hon. and gallant Friend on 2nd March to a question about gliding in England, compared with gliding in Poland and Germany. He told me that the number of gliders used for instructional purposes in this country was 90 and the number of members of gliding clubs 1,000, whereas in Poland there were 30,000 club members of whom 10,000 were pilots. I am informed that in Poland there are 90 centres of gliding and at one Government school alone there are 130 gliders, which is nearly one-and-a-half times as many as we have in the whole country. In Germany there are 50,000 club members under training in gliding. I know the Air Ministry will say that gliding is useless in learning to fly. I do not believe that is so. It may be useless in relation to learning the controls of a fast modern machine, but it is not useless as a training in being by oneself in the air and that is a great thing. It is not only a knowledge of the controls of particular machines that is important. There is great importance in getting accustomed to being alone in the air and to seeing things from a different angle and generally, in acquiring what is called "air sense," though I do not like the phrase. It would be of great value if we could devise a scheme of starting young fellows as air cadets and then bringing them through gliding schools.

We are spending £5,000 now on gliding, and I think it has been money well spent. We have doubled the number of licences for gliding in the last year. The figure which was 281 in 1936 has risen to 575. But that is only a flea-bite compared with what is being done in Poland, Germany and other countries. It is wrong to say that it is necessary to have special sites for gliding. The winch method of sending off the machine, aero-towing, and other devices have made a choice of sites easy, and the competitions in Poland last year took place in the middle of a plain far from any hills. I suggest that we could with good results double the amount which is being spent in this respect. The four main clubs are the London Club, the Yorkshire Club, the Derbyshire and Lancashire Club, and the Midlands Club, but there are other smaller clubs which, with additional assistance from the Government, could be brought up to the standard of those four big clubs. I am certain that a scheme which would bring a chance of gliding within the reach of boys would lead to an enormous increase of air sense among the rising generation.

Cambridge in Wiltshire



A map of the south-facing Downs by Huish, originally drawn for the meeting in the summer of 1933, at which the first British thermal flights were made from auto-towed launches along the track shown. This year the Cambridge University Gliding Club made its headquarters at Draycott Fitz Payne, and from here two new British distance records were put up.

MANY years ago, small model gliders used to float down from upper windows in Third Court, ——'s College. It was the only gliding then done in Cambridge. Nevertheless, the attitude to gliding of the University authorities of the present is just what it would have been to the paper models of the past, had they been visible (they were flown at dead of night). I was shocked to hear that an old friend of mine, now a Tutor at that same college, not only has the power to prohibit first-year undergraduates in his charge from flying in gliders during term, but actually exercises that power!

Members of the Cambridge University Gliding Club take pride in the fact that they have been able to build up their organisation to its present high standard without any official encouragement or help. Nature, too, has hampered the club by failing to provide it with a hill for soaring; but this is no longer a difficulty: pupils are weaned straight from high winch-launches on to aeroplane-towing and advanced soaring in thermals. The result is, that pilots who are rapidly approaching "Silver C" stage have to spend their vacations going west in search of hills so as to get an ordinary "C." Peter Riedel is right: this German pioneer has been urging for years that aero-towing should come before slope-soaring, for the latter is the more difficult and dangerous of the two. And, sure enough, the only serious damage to a machine during the Cambridge Club's Easter Camp was due to stalling on a turn while slope-soaring.



The Cambridge Club's mobile winch, weighing 1½ tons, is towed to Inkpen by the editorial Austin.

[Photo by J. S. Fox.

Vacation soaring camps have been held before by the club, usually near the Dorset coast, at Kimmeridge and the Purbeck Hills. But towards the end of last term aero-towing became established as a normal club routine for the more advanced pilots. The use of Duxford aerodrome at week-ends was granted, and Mr. Slazenger, one of the Old Guard who helped to put the club on its feet in the early days, arranged to loan the club his "Moth" for no more than a charge sufficient to cover depreciation, the club paying running expenses, insurance, etc. Since some of the members can fly the aeroplane themselves, a paid pilot is dispensed with, and it has been found that a charge of 8s. per aero-tow, plus ordinary flying money for the sailplane, adequately meets expenses.

Having the aeroplane at the camp has made all the difference in the world. Backed by a strong supporting cast, consisting of mobile winch, the TOTTERNHOE, CAMBRIDGE I and KIRBY KITE sailplanes, with Lingford's KITE for the specially expert, it not only attracted at least two dozen Cambridge men, present and past, but a number of private owners whose sailplanes finally reached five in number, and added much to the general entertainment. The camp went with a fine swing from its start on April 4th, working up by *crescendo* to a fitting climax at Easter week-end.

When I arrived at Mr. and Mrs. Swanton's at Draycott Farm, there had already been two days' flying, preceded by one day of pulling down fences to make a flying field. On April 5th the "Moth" arrived. There were no thermals, but Simpson managed to soar for 9 minutes over Martinsell Hill. With a fine range of south-facing downs, eight miles long, overlooking the camp, there was never a south wind for the whole fortnight. It came no nearer than E.S.E., and that only on two occasions.

Next day there was an expedition to White Sheet Hill, one of the alternative sites arranged for before-

hand. Thirty miles away near Shaftesbury, it faces north-west. In spite of the requisite wind being light, hill lift was good, and three "C" certificates were taken, while Gardiner, in a piece of "thermal reinforcement," got up to 1,500 feet.

On Thursday, the 7th, the wind was lighter still, but reinforcement improved. John Pringle, in the KITE, barely holding his height, caught a good one and rose to 3,000 feet, staying up for an hour.

The Duke of Hamilton runs a private aerodrome at Ferne House, near by, for the aeroplane-owning members of his family (of which the Marquess of Clydesdale is one). He kindly allowed the club to park the trailers there for the night, and to use it for aero-towing next day. The wind was still lighter, and thermal activity still stronger, than before, and specially good lift was found under the few flat cumulus clouds which drifted slowly from N.N.E. Fred Gardiner, from an aero-tow to 2,000 feet, rose to 4,500 feet and spent ten minutes in a cloud (base 4,200 feet), being up for 1 hr. 24 min. G. Kidd, Charles Wingfield and Pat Pringle all caught the first thermals of their careers, rising to 3,000 or 4,000 feet. *The Times* sent down a staff photographer, whose excellent photographs of the aero-towing were published next day, and the club felt that the world was taking notice of it at last.

On Saturday a move was made to the club's second alternative site, Inkpen Beacon, which has long slopes facing north and north-east. John Pringle was aero-towed there, rose to 3,000 feet, dropped to below hill-top level, and was coming in to land when he got heaved up again to 2,000 feet in another thermal.

On Sunday, the 10th, the daily flying time jumped to 15½ hours—and all in thermals. Two club members, Keith Turner and D. MacClement, and two visitors, J. P. Dewsbery and J. S. Fox, all reached 5,000 feet, and Fox took his RHÖNADLER 91 miles to Exmoor. G. W. Pirie and H. W. F. Jones soared in their first thermals. It was possible, with the help of slight slope-wind, to catch thermals off Draycott Hill, and in fact most of them seemed to be formed all along the top of the line of downs. The wind was drifting parallel to this line and the sun was on the slopes. What more could one ask? Pirie found one thermal so narrow that it acted almost entirely on his inner wing, which he had to hold hard down in consequence. History repeated itself this day, for it was here that the first British thermal flights were done by Eric Collins in July, 1933, and in a B.A.C. two-seater, with passenger *and* wheels, from auto-launches to only 600 feet.



The Cambridge Club were lucky to have their Ground Engineer, Mr. Payne, with them at the Camp. Here he is (centre) repairing the "Totternhoe" in an improvised workshop at the farm.

Next day Dewsbery tried to do his "five hours" in thermals, but they let him down at 4.35 (Summer Time) after 3 hrs. 18 mins. Gardiner reached 4,200 feet, Mrs. Naomi Allen 3,800 feet, and Davis went across country. John Pringle released at 800 feet, 3 miles down wind, in what he thought was a thermal, but it wasn't, and the cross-country charge of £1 was imposed.

Inkpen was the *venue* for the next four days, hill lift starting well but getting weaker day by day. On the 12th six more "C's" were taken, including one by Cecil Allen, Naomi's husband. W. R. Assheton took his in the TOTTERNHOE 1,000 feet above the hill. But later the machine was stalled into the hill by an aspirant who, finding his hat blow off in a N.E. wind at Cambridge, raced down south at breakneck speed, and stepped straight from car to "TOTT."

Several pilots were able to get from Inkpen to the clouds during the week. Fox made another cross-country on the 14th, and Wills brought his MINIMOA by road from Hungerford, whither he had flown from Heston a few days before. He got up from Inkpen to cloud base at 3,000 feet on the evening of the 15th, under an overcast sky, and arrived at the same height over Huish as the clouds broke up. On this day 26 hrs. 36 mins. soaring were put up by eight machines, which at one time were all in the air together.

I had to leave for Leicester at Easter, so the rest of the news (and what news!) will be found in tabular form on page 102. A.E.S.



Seven trailers and their attendant cars parked in the farmyard at Draycott, the Cambridge Club's camp headquarters.

The First Club to Club Flight



Mr. S. C. O'Grady, of the Newcastle Gliding Club, has been the first to accomplish what is probably every soaring pilot's ambition—to fly from one gliding club to another. Starting from Green Hill, near Rothbury, one of the Newcastle Club's hill-soaring sites, at 3 p.m. on April 3rd, he landed two hours later at Sutton Bank, the headquarters of the Yorkshire Gliding Club, about 77 miles away. Mr. O'Grady's annotated copy of the barograph record, reproduced above, gives an idea of how the flight progressed. He writes that lack of blind flying instruments prevented anything like full use being made of the lift available.



Mr. S. C. O'Grady in the Newcastle Club's "Kirby Kite."

Coming Events

Opening of Reigate Site.

ANYONE wishing to bring a sailplane to the Whitsun party at Reigate is requested to apply to Miss Edmonds at the London Gliding Club. Tickets, which are limited, and include temporary membership for the week-end, are 10s. per pilot. (This does not apply to members of the London Gliding Club.) Launching will be by winch, or by aero-tow if necessary. Accommodation can be by local pubs or in a tent. The meeting starts on Friday, June 3rd, and lasts until Tuesday, June 7th.

Also at Whitsun is the inter-club match between the Midland Club and the Derbyshire and Lancashire Club, to be held in Derbyshire.

Newcastle Gipsy Meeting.

Following upon the announcement in the January issue of THE SAILPLANE, considerable progress has been made in the testing of soaring sites in Northumberland, which will be available to the Newcastle Club for the Gipsy Meeting which they are arranging from June 18th to June 26th.

During the tests of these sites O'Grady flew 90 miles after a shock-cord launch from Gt. Tosson, near Rothbury. Hick attained an altitude of over 3,000 feet at Humbleton Hill, near Wooler, and W. Taylor put in the five hours towards his "Silver C" at the same site. The sites available for this meeting are all within easy reach of each other, from which long distance cross-country flights from high ridges can be made. They are suitable for all winds north of east or north of S.W.

The headquarters of the meeting will be Cramlington Aerodrome, where the club have a nine-room clubhouse with steward, and a large brick-built hangar. Arrangements are being made for aero-towing at Cramlington in the event of the absence of soaring winds on any day. Winch and catapult launching will be available on the soaring sites.

Pilots who are interested in this meeting are asked to communicate with Mr. P. A. Wills, 3, Chapel Street, Milton Street, London, E.C.2, or with Mr. A. P. Miller, 25, Holme Avenue, Newcastle-on-Tyne 6, at the earliest opportunity, as final arrangements are almost complete.

Istus Meeting.

The International Commission for the Study of Motorless Flight is meeting in Berne from May 21st to 29th. Besides a model sailplane competition and one for full-sized sailplanes, there is to be a most interesting course of lectures and papers by experts of various nationalities. Many of the papers are on meteorological subjects in connection with soaring (e.g., stationary atmospheric waves); other subjects include muscle-power flight, etc., and Ludwig Rotter is reading papers in both French and German.

The American National Soaring Contest is at Elmira, N.Y., from June 25th to July 10th. In Germany the goal-flight circular tour is from June 26th to July 10th, and the annual Wasserkuppe national meeting from July 23rd to August 7th.

News from the Clubs

Swansea and District Gliding Club

This club, writes the secretary (A. H. Knott, 209a, High Street, Swansea, S. Wales), was formed over two years ago. The site is situated eight miles N.E. of Swansea, and flying takes place every Sunday, 1,400 feet above sea level. The flying grounds are blessed with plenty of Dunstable "Bowls" and Wasser-"Cups," and reaching from the site is a range of mountains which continues into North Wales, ideal, he writes, for taking "Silver C's."

The club possesses 25 members (10 gliding), a trailer, brand new Luke Turner bungy, a WESTPREUSSEN sailplane, two machines active, and two under construction, including a two-seater.

The whole of these mountain ranges are common land, and the club has permission to fly all the year round. What the club needs now is a hangar to accommodate the machines on the site, so that they can fly on week-days as well as Sundays, and a couple of soaring pilots. The club finances are just "clear" for the end of last season.

The club invites visiting gliding men to use its machines, to save towing of their own, "just to show us how."

The club subscription is £2 2s. p.a.



The "Westpreussen" sailplane flying at Sutton Bank in 1935. This machine is now the property of the Swansea and District Gliding Club, which has a fine soaring site up in the Welsh mountains. They invite visiting pilots to come and try the site.

Ulster Gliding Club

Sunday, February 13th.—A fine sunny day, but decidedly cold, with a north wind of about twenty miles an hour. Liddell was the first to venture forth, but he achieved an hour's soaring over the sandhills, well away from any lift obtainable from the cliffs. Rather unusual, considering the temperature inside the cockpit of the KITE was in the region of zero. Feeling cold, but quite pleased with himself, he returned to *terra firma* to discover that Henry had been launched in the KADET and, encountering a downdraught "round the corner," had made an involuntary landing in a field. A stout effort on the part of the retrieving squad enabled us to return to H.Q. and bacon and eggs as darkness fell. [Mr. Liddell described his flight in the March issue of THE SAILPLANE.—ED.]

Sunday, March 27th.—The wind was a little too far in the west for comfort over our cliffs, nevertheless, Liddell put in an hour's good work after a bungy launch in his KITE. Siderfin tried to do the same in the KADET, but only succeeded in landing her in the sea. No damage done, though we understand the pilot's nether garments were not improved by the immersion.

Sunday, April 3rd.—Encouraged by a cheerful Annual General Meeting on the previous day, large numbers turned out to take advantage of the almost ideal weather conditions. Fresh north wind, blue skies, white clouds, and bags of lift about everywhere.

The four available machines were literally pounced upon and in an incredibly short space of time were gambolling merrily around.

Mackie did yeoman service with the beginners in the FALCON III, while the "middleweights" eagerly awaited their turn in the KADET, the luckiest being Douglas, who sat aloft for three and a half hours while the others gnashed their teeth and wrote rude messages for him on the sands. Meanwhile, Metcalfe and Liddell had stolen silently away in the KITES and were seen no more. Subsequent telephone calls revealed the facts that Metcalfe had shown the Air Force how to fly by landing at Aldergrove, and Liddell had livened things up by settling down near the village church at Tobermore just before Evensong began.

Forty-five and twenty-five miles on the first real flying day of the year—good work.

Saturday, April 9th.—The reconditioned KASSEL 20 arrived back from Sling's looking very spick and span. Another notable arrival was Bonnerges, our new towing car, a thirty horse Chrysler, of doubtful age, but great strength. Unfortunately, on the second tow "the handle came off in me hand, mum," i.e., the gear lever parted from its moorings, and that was that. The flying for the day consisted of Metcalfe putting the KASSEL through her paces in a series of eight short flights. The KITE and the FALCON III were examined and passed for C. of A.

Good Friday, April 15th.—Our old friends Wynne and Beck arrived to spend the holiday with us, but as Good Friday isn't a general holiday over here we had to leave them to their own devices. They eventually got the KITE into the air and had a merry time on their own.

Saturday, April 16th.—Officially a holiday, so folk turned out in force, including Wynne and Beck, who had been augmented overnight by Hastwell, Fisher and Warcing. A good north-west wind was blowing and it was not long before five machines were up and doing. Some of the newer members tried the KASSEL for the first time—with varying degrees of success and satisfaction. Mackie achieved his usual finished performances in the FALCON III, and the way he flies her up and down, hour after hour, merits a trophy all to himself.

Wynne did an assortment of loops, and we hope our other visitors were favourably impressed with the site.

Sunday, April 17th.—A great day with six machines in the air for most of the time. The KADET was in great demand among the "middle-weights," and Turtle took his "C" with an uneventful flight of 53 minutes. First certificate of the year—stout effort. Douglas and McKeown were keen rivals in the GRUNAU, and almost tied with 2 hours 21 minutes and 2 hours 20 minutes respectively. Liddell soared his KITE in state for 5½ hours, and only came to earth when his inner man required refuelling. A grand day was brought to a fitting finish by a "midnight *matinée*" of Mackie's coloured movies, wherein we saw ourselves as others see us.

Monday, April 18th.—A fine day, but with little wind, so the enthusiasts did circuits in the KADET and practised spot-landings. The visitors toured the countryside in Liddell's chariot.

Tuesday, April 19th.—The wind and weather being all that could be desired, the FALCON III had a busy time making training flights, while the two KITES and the KADET were soared by all and sundry. P. Metcalfe had his first flight on the KITE.

Darkness descended all too soon, and so put an end to a very pleasant Easter's activities.

Saturday, April 23rd.—Mackie began the day well by taking the FALCON III, with Mrs. Mackie as passenger, over the almost unexplored territory at Portstewart, and reported an unusual amount of lift over the sand dunes *en route*. He later forsook his faithful craft and was persuaded to fly the KITE. Jack is no small man, and a shoe-horn was required to get him in and a tin-opener to get him out. Perhaps that's why he sticks to the two-seater.

The two-seater was in great demand for passenger flights, which augurs well for the certificates we hope to obtain later in the season.

Sunday, April 24th.—The weather being somewhat uncertain, it was decided to give flying a miss, but improved conditions at lunch time induced N. Metcalfe, stout fellow, to make the 60-mile trip from Belfast, to give the *ab initios* ground hops. He was rewarded by an hour's soaring over Binevenagh in the KITE, and McCartney and Moore taking their "A's" without undue complications. Papa Raven was again in evidence over the mountain, keeping a jealous eye on anyone flying too near his nest and missus.

Friday, April 29th.—McCartney did circuits in the KADET and finally sat her in the ocean. What a seafaring nation we are!

Saturday, April 30th.—The KITE soared while the FALCON III did training flights, but an uncertain wind and rising tide compelled us to retire with several hours of daylight still to go.

Summary for April.—171 launches, 86½ hours, 2 "A's," 1 "C."

Derbyshire and Lancashire Gliding Club

April.—An abundance of north and easterly winds this month have cut down our soaring to a minimum of three days only, but nevertheless a great deal of sound training has been achieved, and this has resulted in a number of certificates.

On the arrival of Summer Time, flying commenced on all week-day evenings, and as this is too much for the notes to cope with, we only record time flown and certificates gained.

During the last week-end of the month we were glad to receive a visit from R. Kronfeld, his first to Camphill, and he went to a good deal of trouble to make a thorough inspection of the site on an exceedingly cold day. We hope that he will come again.

An addition to the private owners' fleet is the KITE, until recently owned by Hiscox, and now transferred to Philip Brown.

The club's new G.B. was delivered to Leicester for Easter, and its pilots were all delighted with the way it handled.

With Whitsun not far ahead, our fixture with the lads from the Mynd is of interest. The success of this now annual event seems to be assured, even though we have as yet failed to provide a true soaring competition.

The Leicester Meeting.—All who received their first aero-tows at Leicester returned with glowing accounts, and whilst this method of launching seems to make gliding almost too easy, it is a form of launch which should be available to every established gliding club, for the results show how much greater are the chances of making cross-country flights. Great credit must be given to Mrs. Crossley for her untiring efforts, combined with very polished flying of the "Avro."

Last, but by no means least, the hospitality of Mr. Lindsey Everard broke all previous known records, and words are inadequate to describe the help and kindness which was simply poured on us by all at Ratcliffe, and at the Gate, which we trust still Hangs Well.

Sunday, April 3rd.—Wind 25 m.p.h., N.W. Sky packed with cumulus, but little and very uncertain hill lift, making it difficult to connect. Shepard in the BUSSARD, three minutes after his launch, found a snorting thermal and an opportunity for practising 8-second circles, but the wind was so strong that almost before he had started he found himself out of reach of Camphill and so, making the best of it, he landed on Longstone Edge, five miles away.

Later, the hill lift improved, and the two-seater, KADETS, and others were got into the air. About 17.30 a solid wall of cloud, reaching down to the ground, was seen approaching from Mam Tor. Smith in the CONDOR, followed cautiously by Robertson in the BUSSARD, went to explore. It turned out to be a snowstorm, measuring about two miles by one mile, and they found terrific lift under blue sky, about two or three hundred yards from the south side of it, but Smith reported big down-draughts on the edge of it. They rose to 2,000 feet in just over three minutes, and the wind veered to N. as it passed over. It was a queer sort of thing to be wandering about on its own at that time of day. Altogether a very interesting day.

Saturday, April 9th.—Wind 5 m.p.h., E.N.E. A calm day at last, thank heaven. Waite and Walton set the ball rolling with a pair of well-deserved "A's," and were followed by Broome, who, in a series of five flawless circuits at last managed to get two 45's and the 60 for his "B" in the right order. Finally G. Slater and Fawcett were given their first flights on the winch.

Sunday, April 10th.—Wind 5 m.p.h., E. Faulkner and D. Swale were given their first pulls on the winch. Our two 14-year-olds, Slater and Swale juniors, are now racing neck and neck for their "A's." It was a sad day for the instructors; an open primary hit the ground too hard, and a NACELLE met a stone wall.

Tuesday, April 12th.—Two "A's" on a plate for Swale and Slater.

Easter Week-end.—The usual and expected steady N.E. wind prevailed over Easter, and, as all those who could get away had gone down to Leicester for the fun, activities at Camphill were confined to leisurely training, and a lot of hard work was put in by Davies at circuiting the two-seater.

Saturday, April 23rd.—Wind 3 m.p.h., N.N.E. Stout work by Charlie Faulkner, our champion heavy-weight, in keeping off the ground for 40 seconds—"A."

Sunday, April 24th.—Wind 10 m.p.h., N. The club's new KADET and G.B. were given the once-round by all and sundry. With these additions to the fleet, and a further sailplane in the offing, we are going to feel rather cramped in the hangar this summer. Jack Else plugged away at circuits until he had got his "B." In the afternoon some unexpected and very scrappy soaring was obtained, when the wind backed to W., and then—bless its heart—along came our evening thermal. The Nacelle at 500 feet resulted in a couple of nicely flown "C's" for Phillips and Langley.

Saturday and Sunday, April 30th and May 1st.—Wind 25-30 m.p.h., E. Too strong for training, so off we went to Mam Tor, where divers pilots displayed their he-manship. It is high time that proper advantage was taken of this excellent soaring site, hitherto neglected except during holiday meetings, and we hope to see frequent excursions there in future whenever the wind is suitable.

Summary of Flying During April.—Bungy launches, 271; winch launches, 264; aero-tows, 41. Flying time, 37 hours 32 minutes.

Certificates: 5 "A," 2 "B," 2 "C."

Yorkshire Gliding Club

The month has been a typical April with almost an entire absence of hill-soaring. One KADET was damaged in a bad landing by Gibson, during the last week of March, and on the last day of the month Frank Charles visited us and had 30 minutes flying in the new Slingsby GULL.

On **April 3rd** Drummond made a notable flight of 45 minutes' duration in a strong north-westerly wind, and reached 1,000 feet; Slingsby and Locke made flights in similar conditions.

During the afternoon O'Grady, flying the Newcastle KITE, landed, having flown from Rothbury—77 miles—and been up at 4,600 feet, in thick snow, on the way. We believe that this is the first cross-country in England between one club and another. Need we remind Great Hucklow that they have a good south slope? (It was nearly done, once.)

On **Sunday, April 10th,** Wordsworth, from a winch launch of 300 feet, made contact with thermal and went up to 1,500 feet, flew out over Kilburn in search of more lift (surface wind south-east), found none, and was down again in 15 minutes. Neilan had a similar flight immediately afterwards, reaching 1,200 feet, qualified for his "A." During the same week Slingsby made further flights in the new GULL, and Maw, from our Durham branch, qualified for his "A."

The Durham branch, by the way, is now firmly established. Hartness has put in a lot of time with them at their own ground; all have progressed with training, and a hangar is under construction. In future, notes of their activities will be submitted separately. Incidentally, it is possible to contact with thermal from a high winch launch at this branch's flying ground, and the place is suitable for such work.

All throughout **Easter** a northerly wind persisted, strong and gusty, and very little could be done. Neilan made several attempts to make contacts with "fronts" passing over, but was unlucky in timing the launch. A number of members stayed over the week-end for training, which was possible only in the evening when the wind abated a little. Forbes secured his "B."

On **Saturday, April 24th,** we arranged, by permission of Major Shaw, to use Welburn Aerodrome for primary training as well as for aero-towing, and by keeping things going in the suitable weather which prevailed at Welburn *and* Sutton Bank, a satisfactory number of certificates was obtained. Belart took his "A" and "B," and Moon his "A." Primary training and aero-towing were again done at Welburn the next day, Sunday, and further certificates obtained.

During Easter, Wordsworth went to visit Thorburn, a Scottish member of this club, at Kirkaldy, Fifeshire, where a new enthusiastic club has been formed. Wordsworth soared their FALCON on the site, and, by so doing, became, to the best of our belief, the first one to soar in Scotland. (Perhaps the unknown one who supplies the extra "tit-bits" for addition to our monthly notes can tell us if this is a record.)

The final week-end of April brought more gusty north to north-east winds, and aero-towing at Welburn was done. Neilan flew to Harrogate in the KING KITE, about 35 miles, and reached 5,300 feet on the way. A number of other tows were carried out but no one else got away. The aero-towing facilities at Welburn are now available at all reasonable times, thus making cross-country flights possible in all wind directions.

Repairs to the KADET, which was damaged in the earlier part of the month, are completed, and our fleet is therefore complete; the STEDMAN two-seater is almost ready after its complete overhaul, and should be flying within the next few weeks.

Southdown Gliding Club

During the month of April there has been a steady influx of new members, and a decided increase in flying time.

On **Sunday, April 10th,** there was some particularly good soaring by Stevens (KIRBY KITE), Little (TERN), and Filmer (GRUNAU II), all of whom covered the intervening space between the South Downs and the sea by circling to a height of over 3,000 feet, Little being the highest with 3,600. After landing Stevens had the misfortune to have his KIRBY KITE blown over.

Practically every week-end has seen three or four machines soaring continuously between the Dyke Hotel and the site of the former sailplane club's activities, which is some four miles to the westward—Small Dole. The pilots of these flights include those already mentioned, with King, Gadd, Goodwin, Spence, Dunning, and Jameson.

On the Sunday on which Mr. York-Bramble's system of winch-glider 'phone communication was being given its second series of tests (which proved very successful), the Press turned up, and after being given flights in the club's two-seater, from which they took nearly two dozen photographs in the air, they insisted on photographing the winch, and the new-type telephone equipment. We understand our General Secretary will be prepared shortly to publish detailed information of this system, for the benefit of gliding generally. The scheme appears to possess a number of advantages over any other means of communication hitherto tried out, not the least of which is that the pilot can virtually drive his launching winch, and even stop it and allow himself to kite up on cable being paid out, when wind conditions are suited to this unusual procedure.

Over the Easter week-end the club's four-day camp proved to be very successful, and visitors included Miss Elinor Lauring, from Cambridge, and a contingent from the Croydon Gliding Club. Some particularly good training work was done, and several are waiting for an opportunity to make qualifying flights.

Tickets gained include: Paul "A," Edmunds "B," Paul "B," Paul "C," Gill "B."

New members recently joined include: Lieutenant B. R. Faunthorp, R.N.; Squadron Leader O'Hea, R.A.F.; and Lieutenant R. T. Paul, R.N.

Business in the canteen has noticeably increased since the club secured the services of a paid steward.

Newcastle Gliding Club

Soaring Notes.

After a try-out of the new ridge at Chillingham, when O'Grady and Smart made flights in the KITE, while Hick and Lucas flew the GRUNAU, three parties have been working to get a fresh launching area cleared of boulders and the landing ground improved. Much has been done, and if we are blessed with west winds at Easter, quite a number of members should make their first soaring flights.

We have not yet used our east wind site, but expect to have an opportunity soon now, since there is a predominance of easterly winds in this part of the country during April and May.

On **April 3rd** a party took the KITE to Rothbury and launched O'Grady from the Green Hill at 3 p.m. In the strong wind from N.N.W. he made height rapidly until he reached hill lift from Tossan, and from there he worked up to 3,000 feet, where he made contact with a cumulus cloud just ahead of a cold front. Flying in and out of cloud without instruments, he crossed the Tyne at 5,000 feet and maintained this height to Middlesbrough, landing eventually at Sutton Bank. We believe this to be the first club to club flight, and as it is the first "cross country" from one of our sites we look on it as most promising. The flight is reported in detail elsewhere.

On **Sunday, April 10th,** final preparations were made for the Easter camp at Chillingham. On Friday, April 15th, to everybody's disgust, there was only the weakest of north-west winds, so, since the weather forecasts made a period of easterly wind likely, a party set out for the eastern slopes of the Cheviots to make arrangements for the rest of the week-end.

But on **Easter Sunday** there was a steady north-west wind, and it was decided to collect the GRUNAU from Wooler, where it had been parked in readiness for east winds, and to take it, with the KITE, to Green Hill, which O'Grady had used as the starting place for his flight to Sutton Bank a fortnight before. There is a small ridge just outside Wooler, however, which had not previously been explored, so Burningham and Ruck went to have a look at it. They decided that it looked promising, so the GRUNAU was rigged and launched with Burningham aboard. It climbed rapidly to 400 feet above the ridge and eventually rose to 1,100 feet before coming in to land after a 40-minute flight.



W. Taylor flying the Newcastle Club's "Grunau Baby" at Weetslade Moor, near Wooler, Northumberland, at Easter. This is one of the sites which will be available for visiting pilots to the club's "Gipsy Meeting," to be held from June 18th to 26th. Arrangements for the meeting are described on another page.

Allan, Massey, and W. Taylor then made flights of about the same duration in turn, while O'Grady, who had now arrived with the KITE, flew that machine for an hour and was followed by Hick, who took it a mile or two up-wind and then lost the lift and made a dash back to the slope. Lucas and Maclean had, in the meantime, collected the KADET. Burningham was launched for a test flight and found the lift much weaker. He scraped around for a quarter of an hour, during which time he was twice down to the level of the hilltop, but then managed to get back to 200 feet and make a landing on top. Lucas, who went off next in the KADET, was less fortunate, but he made a good landing when forced down to the bottom.

On **Monday** Lucas made an excellent "C" flight of 20 minutes in the KADET. He was followed by Maclean, who worked his way up to 800 feet and then waved with glee to Bill Taylor, who was a couple of hundred feet lower down in the GRUNAU. Bill responded somewhat sheepishly and passed the compliment on to O'Grady, who was still lower after chasing up-wind in search of thermals and then making a hurried return to the hillside. Mac. came in after 40 minutes with his "C" certificate, and Philip Taylor then took his in good style with a half-hour flight, also in the KADET. Meanwhile the GRUNAU was flown by Allan and Burningham and finally by Massey, who took it across to Wooler and landed in a field near the Glendale garage, where it was to be stored for the week. To complete a pleasant day we enjoyed the hospitality of Major Taylor and the new "C" pilots at the Black Bull.

Sunday, May 1st.—The KIRBY KITE and the GRUNAU BABY were flown from Humbleton Hill, near Wooler. Bill Taylor worked his way steadily through his five hours for a leg to his "Silver C," and Hick took the KITE up to 3,300 feet above the hill-top, *without a barograph.* O'Grady also flew the KITE, picking up small thermals over Wooler and chasing them back again to the hill, but without finding anything really promising. Allan, Burningham, and Massey also flew the GRUNAU, to make up a total of 10½ hours for the day.

List of Gliding Clubs

In the list of British gliding clubs published last month on page 87, the following corrections to secretaries' names and addresses should be noted:—

Yorkshire Gliding Club.—L. A. Alderson, Malham, 32 Wensley Green, Chapel Allerton, Leeds 7.

Inverness and District Gliding Club.—J. Fraser-Mackenzie, Bunchrew House, Bunchrew, Inverness-shire.

The Shropshire Gliding Club, of Craven Arms, is defunct, having sold its primary glider to the Cotswold Club.

Several correspondents who wrote last month for particulars of gliding clubs are reminded that the list was published in order to give them the particulars they require. We cannot undertake to copy out extracts from the list in order to save others the trouble of reading it.

London Gliding Club

A long period of soaring winds ended on April 6th, after which north-easterlies set in for the rest of the month, and many members went off to do cross-country flights from other sites. Among these Nicholson, Fox, and Wills progressively raised the British distance record to double what it was before, thus rendering it impossible in future for slope-soaring pilots at Dunstable to set up a new one except by crossing the Channel into France. Since Eric Collins's flight of 19 miles in August, 1933, all British distance records had been put up from this club's site.

Members are reminded that every Wednesday is a "club day"; that is, flying charges are the same as on Saturday, and the minimum week-day charge of 5s. for taking out a machine does not apply. As a result there are always plenty of people to do launching and retrieving in a soaring wind. On Wednesday, March 30th, for example, nine machines were got out, 18 people soared for a total of 22 hours 40 minutes, and three had 23 training ground-hops.

Sunday, April 3rd.—A strong W.N.W. to N.W. wind and plenty of thick cumulus clouds, some big enough to disgorge snow, resulted in 54¼ hours' soaring and four cross-country flights, the first of the year from Dunstable (excluding those under one mile).

Dent, in the Grey Kite, went 81 miles to the Kent coast, and describes elsewhere how he did it. This is only the third time the Thames has been crossed; last year Wills went to Dover, and Eric Collins once crossed it west of London, but returned to land at Hanworth.

Hiscox took his Kite to Hornchurch Aerodrome, in Essex, 39 miles. In order to avoid the middle of London he had to keep edging to the east all the time.

Sproule, in Heath's Grunau, didn't intend to go away, but got so far back while chasing cloud lift that he realised he would have to anyway. He intended to land at Radlett Aerodrome, but was so high that he went on—once he was up to 4,000 feet. Then Hendon came in sight, and beyond it London's sea of houses, so he decided to come down, but there was so much lift about that he had to spin to lose height.

Wills brought his new Mixmox yesterday and spent two hours, with much assistance, getting it rigged for the first time, only to find the wind too fierce for a trial ground-hop. To-day, however, he was bungied off the hill-top for the maiden flight. The Mixmox rapidly shot up to cloud base, and before long was nearly ten miles down-wind, but even its phenomenal speed range did not enable it to get all the way back; the result was an unintended cross-country flight from its very first launch. Its landing by the Hemel Hempstead road was seen both by Mrs. Price, who happened to be passing on the way to the club, and by Mrs. Wills, at her usual job of following on, who also happened to be passing in the opposite direction with the trailer, bound for London, the Channel ports, and places south-east.

Humphries took the club Rhönbussard over to Ivinghoe at 55 m.p.h. air speed, cross-wind, and sat over it for five minutes before returning. It was uncomfortably cold up above, no doubt owing to the lapse rate; in fact, Wilkinson had a thermometer in his cockpit which registered 36 degrees Fahr. at 3,500 feet, so it might have been 30 degrees outside.

Robert Kronfeld was so impressed with all this that he went all soaring-minded and was given the orange H-17 to play about with. This was the first time he had flown a single-seater sailplane for *four years* (and he the first man in the world to soar under a cumulus cloud, just on ten years ago). It was soon evident that the old hand had not lost its cunning, for he was next put into the Cambridge II, went up to the clouds, and twice disappeared completely from view. Each time he was suspected of breaking his promise not to go across country, but always turned up again in some quite unexpected part of the sky, and finally made a spectacular stalled-turn descent to where he had started from.

Brown and Shepard turned up from Derbyshire. Brown, being a prospective purchaser of Hiscox's Kite, tried it out for 22 minutes. This was after it had got back from Hornchurch.

Also, among visitors, were Mr. and Mrs. Marcus Manton, who were such active workers for the club in its early days. So much has the club grown that they had a job to find a familiar face, and the sight of quantities of sailplanes cavorting all around the firmament was something completely new to them.

Instruction Camp.—This, held from April 8th to 17th, was really the Imperial College group's annual Easter vacation camp, and 13 members of the College came to it. There were also five other participants, including two London Club members. Those attending ranged from absolute beginners to pilots with aeroplane experience. The wind direction made soaring impossible, and the 1,111 launches made during the camp were mostly ground-hops. However, it was sometimes possible, when the wind dropped in the evening, to launch cross-wind off the hill-top, and in this way eight "A" certificates and one "B" were obtained. The total flying time was 3 hours 19 minutes, and there was no crashery, except slight damage caused by backing a car into an elevator. Actually the camp was extended for two days, till the 19th, to get some hill-top launching.

Thermals from Winch Launches.—Winch launches into thermals have been done from the club ground several times in the past, but this month, for the first time, efforts were made to time the launches with the deliberate object of catching the thermals as they went by.

On April 10th, with a N.E. wind blowing off the hill, I. Pasold flew for 2 hours 40 minutes after a winch launch, Hiscox for 25 minutes, and W. Adcock for 15 minutes. Pasold reached 5,400 feet in his Rhönbussard; Hiscox's altimeter was out of order (his climb during last Sunday's flight to Hornchurch had been too much for it), but he reached about half that height, and Adcock got up to 1,600 feet. Once above 1,000 feet the pilots found plenty of lift over quite a large area. The trick was to go up on the winch just as the wind sock at the club house was sagging round its pole. At that time it was pretty certain that a thermal was going up between the winch (close under the hill) and the club house. It was quite useless, our informant says, to hope to make contact when the sock was blowing out.

On the following Sunday, the 17th, another method of catching thermals off the winch was tried. The wind was blowing directly towards the club from the cement works chimney, about 1½ miles to the N.N.E., and K. G. Wilkinson noticed that the smoke from it was going up at intervals in thermals. So he stationed some other members of the Imperial College club at the top of the Bowl, where they could see the chimney, to signal to him down below whenever the smoke went upwards. He then allowed a few minutes to elapse for the thermal to reach the winch, and was launched. The scheme was successful; four flights from winch launches totalled 23 minutes, instead of the 12 minutes to be expected in the absence of thermal lift. One of these flights lasted ten minutes.

On Sunday, May 1st, a club Grunau, the Grey Kite, and Hiscox's Gull were taken over to the north-east slope overlooking Barton, north of Luton, and eight people made 11 flights with a flying time of 5 hours 54 minutes.

Mrs. Crossley, who piloted the towing "Avro" at the club's Leicester meeting (reported elsewhere), has gone all glider-minded as a result. She came along on Sunday, the 24th, and polished off her "A" and "B" test in perfect style.

On Wednesday, the 27th, a member saw a seagull land on the club ground just as a cold front was coming over, and concluded it had used the front for a goal flight to the club.

Machines.—As expected, our list of machines last month was incomplete; we left out the third Scud II, which is owned by the Briscoe brothers, W. W. and E. F. This Scud was partly built by Eric Collins at Flamstead, and its first owner-pilots were Fox, Armstrong, and Dent. Peter Davis's Scud has been sold to W. R. Horsfield, since when it has been damaged.

National Competitions.—The club Rhönbussard is available for charter during the competitions, with parachute and trailer, for 15 guineas. Lots of applications have aready been received. Two club Grunaus, "The Baker" and "The Sling," will be entered in the club team contest; the charge for participating pilots will be £2 15s.

The club's preparations for the national meeting are well advanced, and any reader who thought of selling smoked glass to the public to watch the competing Daedaluses (Daedali?) soar sunwards will be disappointed, for the monopoly rights have already been disposed of for a handsome sum.

Please note that fifty volunteers will be needed for various jobs *each* day of the meeting, and subscriptions are also solicited for the prize fund.

Summary of Flying.

Week ending:	*Days of Flying*	*Ground-hops*	*Timed Flights*	*Flying hrs.*	*Time mins.*
April 3rd	5	23	107	95	4
April 10th	4	406	66	15	31
April 17th	7	545	64	2	30
April 24th	5	222	82	1	56
May 1st	3	37	17*	6	11
Leicester Meeting ...	5	—	90	39	55

* Including 11 at Barton.

Total since January 1st: 3,285 launches; 520 hrs. 39 mins. flying time.

Certificate Flights.

March 30th.—Mrs. Aspell, "C"; Miss Thring, part "Silver C" (duration).

April 4th.—Cole, "C."

April 6th.—Morton, "A."

April 11th.—Fletcher, "A"; Oliver, "A."

April 16th.—Esmonde, "A"; Wilbur, "A"; Oliver, "B."

April 18th.—Kavanagh, "A"; Skrander, "A"; Moss, "A"; Pedrick, "A."

April 24th.—Mrs. Crossley, "A"; Cramer, "A"; Batra, "A"; Mrs. Crossley, "B."

Annual General Meeting.—This was held on May 7th in the clubhouse, and was followed by a dinner in Whipsnade Zoo. The following was the Chairman's Report for the year, which was read at the meeting:—

Chairman's Report.

It is both my privilege and duty to render to you a Report of the Club's eighth year of activity. In it I hope to embody a survey of the progress made and of the financial position, together with an indication of some of the work and problems immediately ahead.

The Club's year ended on January 31st. The paid up membership was then 351, comprising 274 flying members and 77 Associate and Honorary members. During the year the total amount of flying done by members at the Dunstable site was 1,190 hours 27 mins., and to this must be added the impressive total of 11,553 untimed flights and ground hops.

The "A" tests made numbered 81, the "B" tests flown 72. "C" tests 42, and 8 members obtained their Silver C Badges. Numerous cross country flights were started from Dunstable. Most were to or toward the East coast, but flights were also made to Dover, Croydon Airport, Maidenhead, Hendon Aerodrome and one circular course of 50 miles was flown during which the machine was away 4½ hours. The turning points of this flight were Leighton Buzzard, Aylesbury and Princes Risboro.

On eight occasions opportunities were afforded to members for instruction and practice in aero-towed launches. Here I would like to pay tribute to the late Captain Percival Phillips, who piloted the towing aeroplane on most of these occasions. His death in February, as the result of an accident in Bedfordshire, was a great shock and a matter of profound regret to all. Your sympathy will be with his widow and family.

Of the three Trophies we possess, two only have been awarded this year. The Dent Cup for the most meritorious flight from Dunstable was again won by Philip Wills for his journey to Dover. During this flight he crossed the Thames at the wide part at Dagenham, and covered a distance of 95 miles.

The Derry Trophy, which is presented in recognition of the most consistent volunteer work for the Club, was awarded to Carr L. Whithall. Considerable difficulty was experienced in making the award as there were several candidates.

The Desoutter Cup, for the best constructional effort, has not been awarded.

Five instructional courses, open to both regular and temporary members, were held during the year with a total attendance of 82. The Anglo-German Camp held in August was attended by 23 German Nationals and was particularly successful and enjoyable.

The Club was very strongly represented in the team of pilots and helpers who went to the Wasserkuppe in July to represent England in the International competitions held under B.G.A. auspices. The Club furnished one of the KING KITE machines, two trailers, and two towing cars. The sailplane was wrecked and lost to the Club. Insurance that had been arranged covered a little over half its cost and was used to acquire another secondary machine. The instruments were salved and fitted to the German RHÖN BUZZARD which has been added to the fleet complete with parachute and recording barograph. This addition was made possible by another generous donation by Mr. Jack Evans, father of the late Tony Evans after whom the machine is named.

The financial position as disclosed by the audited Accounts reflects the increase in the activity of the Club. Receipts from subscriptions, flying money, camps, hangarage rents and the dormy house, all show satisfactory increases.

On the expenditure side there are decreases in the items Rates, Insurance and Heating, Repairs and Maintenance, and General Expenses. These reflect credit to the vigilance of the management and staff.

The Depreciation account shows an increase of approximately £290 over the previous year. In this connection it should be noted that included in this amount is £129 representing losses on machines written off. In other words, the outstanding valuations of the KING KITE, the TUTTLEBUG and other machines rendered irreparable have been completely liquidated. The surviving machines have been depreciated at the rate of 33⅓% per annum; the trailer at 25% per annum; furniture and fittings at 20% and the buildings at 5%.

The increase of nearly £200 in salaries and wages is accounted for by several items. Mr. Hervey was with us the complete twelve months, whereas he joined the staff after the commencement of the previous financial year; Mrs. Walker's share of the dormy house increased receipts is also included, together with an item of £27 2s. 6d. paid in wages for repainting and other work on the buildings.

Increases in expenditure have occurred in printing and advertising, and in interest payments, the latter increase being due to interest payable to the Building Contractor for leaving in the retention money for an extra period.

Payments for insurances covering third party risks and the Company's property against theft, fire, storm and tempest, have since been substantially increased. The premiums now work out at the rate of £120 per annum.

The Balance Sheet shows that the Club's Assets have been increased by about £1,725 and its liabilities decreased by some £425. The Subsidy and special donations provided nearly £2,000.

The Club ended its year with a fleet of six primary type gliders and eight secondary machines and sailplanes. The chief assets acquired during the year were the Evans Hangar and Workshop Extension, the Manager's Office, KIRBY KITE and RHÖN BUZZARD sailplanes and club trailers.

Those members with simple minds on financial matters, like my own, may like to note such strictly irrelevant things as: subscriptions and entrance fees just provide enough to cover the cost of salaries, wages and secretarial fees; flying money is insufficient to meet even the depreciation of the Club's property. The difference, plus cost of taxes, rates, insurance, repairs, printing, bank charges, and general expenses has to be met by making profits on camps, hangarage, dormy house, and the bar.

The amount of subsidy received, namely £1,370, is almost the same as the subscriptions, entrance fees, and flying money added together. Thus, other things remaining equal, we would have to pay double the present subscription and flying money if there was no subsidy. No attempt to survey the financial position is complete without reference to the bank loan. This was originally arranged for £2,500 secured half on the assets and half by the personal guarantees of individuals. It has been renewed by the Bank at £2,250 for the current year and is due to be reduced to £2,000 by January 31st, 1939. Our present debt is £2,025.

To deal with future developments—it is very evident that our landing ground has to be fenced in. Your Committee is taking steps to get this carried out. The difficulty lies in the fact that the land N.E. of a line from the "*mantel-shelf*" to the "*tradesmen's entrance*" is not Club property. There are eight acres involved and it has been decided to purchase, although the vendor demands five times the price paid for the other 112 acres originally acquired with the help of Lord Wakefield and Mr. Hardwick.

There has been much discussion about a Reigate site on the N. Downs. Certainly there is interesting terrain to be explored there when the winds are S.E. to S.W. The landlord is unwilling, and to a certain extent unable, to give the security of tenure upon which a branch establishment might be built. Instead, he prefers that members fly there as his guests, offering also the accommodation of a barn. It has been agreed to accept this invitation and for a sub-committee to regulate the use of this site.

The B.G.A. National Competitions are to be held at Dunstable in July. There will be the usual series of instructional courses, and I think we can confidently look forward to another successful year.

In conclusion, let me express thanks and appreciation to the Manager and Staff for their unstinted efforts and loyal support; to the Caterer and Staff for the efficient way in which meals have been regularly provided; to the Secretarial office, and to the members of the various committees for their co-operation.

D. HISCOX.
Chairman.

[We reproduce on the next page the Income and Expenditure Account and Balance Sheet for the club during the past year, with the figures of the previous year for comparison, as an example of how to draw up the accounts of a gliding club. The club Treasurer and Secretary of the Proprietary Company, Mr. Arthur Sweet, is a Chartered Accountant. He has offered to write a few words of explanation on how the accounts are compiled, and will no doubt be glad to do so for anyone to whom the information will be useful.—ED.]

LONDON GLIDING CLUB PROPRIETARY LIMITED

Income and Expenditure Account for the year ended 31st January, 1938

1937 £ s. d.		£ s. d.	1937 £ s. d.		£ s. d.
290 4 11	To Rates, Taxes, Tithes, Insurance, Lighting and Heating	231 3 5	788 18 6	By Subscriptions and Entrance Fees	873 13 6
625 2 5	,, Salaries and Wages	822 12 8	445 6 6	,, Flying Money	563 1 6
461 3 11	,, Repairs and Maintenance (less Crash Money Receipts) ...	367 16 11	121 0 11	,, Camps (Net Receipts)	460 14 6
90 13 2	,, Printing, Stationery, Advertising, Postages, Telephone, etc. ...	119 8 6	124 7 3	,, Rent of Hangars	163 16 1
51 5 6	,, Secretarial and Audit Fees ...	52 10 0	237 10 3	,, Club House (Net Receipts) ...	229 0 5
95 2 0	,, Interest and Bank Charges ...	116 9 3	49 12 0	,, Dormy House	109 4 6
77 15 7	,, General Expenses and Sundries ...	57 1 0	129 15 0	,, B.G.A. Grant (Maintenance) ...	46 9 2
	,, Depreciation :—		61 0 0	,, Sundry Donations	8 3 0
233 8 4	Buildings £267 16 8		11 10 11	,, Sundry Receipts and Aero-Towing	25 19 5
51 8 5	Furniture and Fittings 59 5 0			,, *Balance, being excess of Expenditure over Income, carried to General Income and Expenditure Account*	
143 19 3	Sailplanes, Gliders, Tractors, etc. ... 394 13 7		151 2 2		- - -
	(Including Losses written off)				
		712 15 3			
	,, Balance, being Excess of Income over Expenditure, carried to General Income and Expenditure Account	4 7			
£2,120 3 6		£2,480 1 7	£2,120 3 6		£2,480 1 7

Balance Sheet as at 31st January, 1938

1937 £ s. d.		£ s. d.	£ s. d.	1937 £ s. d.		£ s. d.
	SHARE CAPITAL—Authorised				FREEHOLD LAND AND BUILDINGS—	
100 0 0	100 Shares of £1 each	100 0 0		5,991 16 6	At cost, less amounts written off for Depreciation	7,117 6 10
	SHARE CAPITAL—Issued				FURNITURE AND FITTINGS—	
	4 Shares of £1 each ...	4 0 0		194 16 11	At cost, less amounts written off for Depreciation	260 0 0
0 0 0	*Less*: Calls in arrear	4 0 0	0 0 0		SAILPLANES, GLIDERS, TRACTORS, ETC.—	
	BANK LOAN—			539 6 2	At cost, less amounts written off for Depreciation	942 12 8
	Secured by Mortgage on Freehold Property and guaranteed by members				STOCKS (including Tools and Stores)—	
2,179 10 6	and others		2,024 7 0	25 0 0	At Manager's Valuation	78 0 0
	SUNDRY CREDITORS AND				SUNDRY DEBTORS AND PAYMENTS IN	
627 0 4	CREDIT BALANCES ...		354 3 6	113 9 6	ADVANCE	140 13 5
	SUBSCRIPTIONS RECEIVED			40 14 3	CASH AT BANK AND IN HAND ...	82 12 2
0 0 0	IN ADVANCE		157 18 6			
	CAPITAL RESERVE—					
	Balance as at 1st February, 1937	3,300 13 1				
	Add: B.G.A. Subsidy Grants received ...	1,302 10 10				
	Special Donations ...	616 8 8				
3,300 13 1			5,286 12 7			
	GENERAL INCOME AND EXPENDITURE ACCOUNT—					
	Balance as at 1st February, 1937	797 19 5				
	Add: Excess of Income over Expenditure for year transferred ...	4 7				
797 19 5			798 4 0			
£6,905 3 4		£8,621 5 1	£6,905 3 4			£8,621 5 1

Signed { DUDLEY HISCOX, *Chairman.*
J. R. ASHWELL COOKE, *Director.*
ARTHUR SWEET, *Secretary.*

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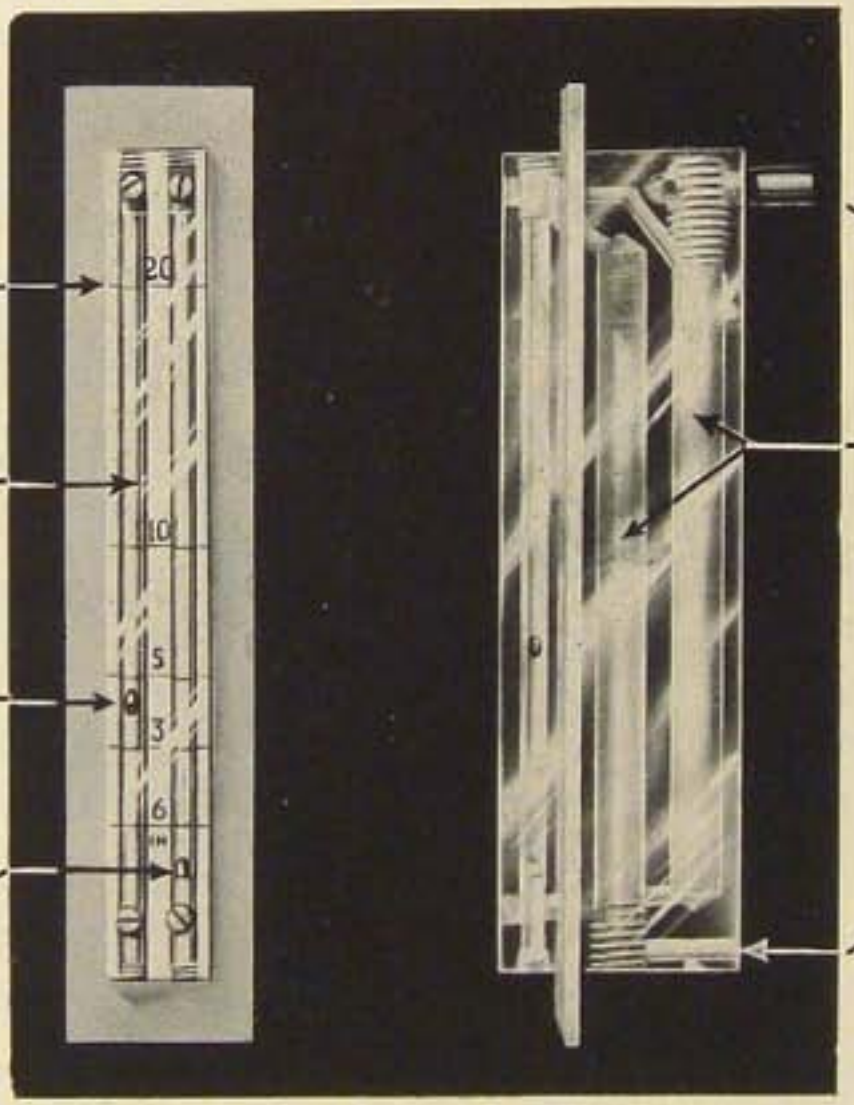
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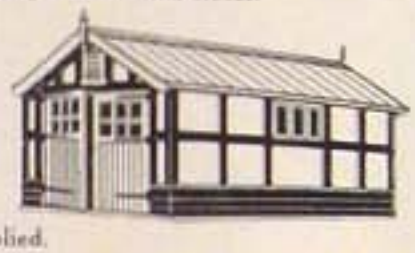


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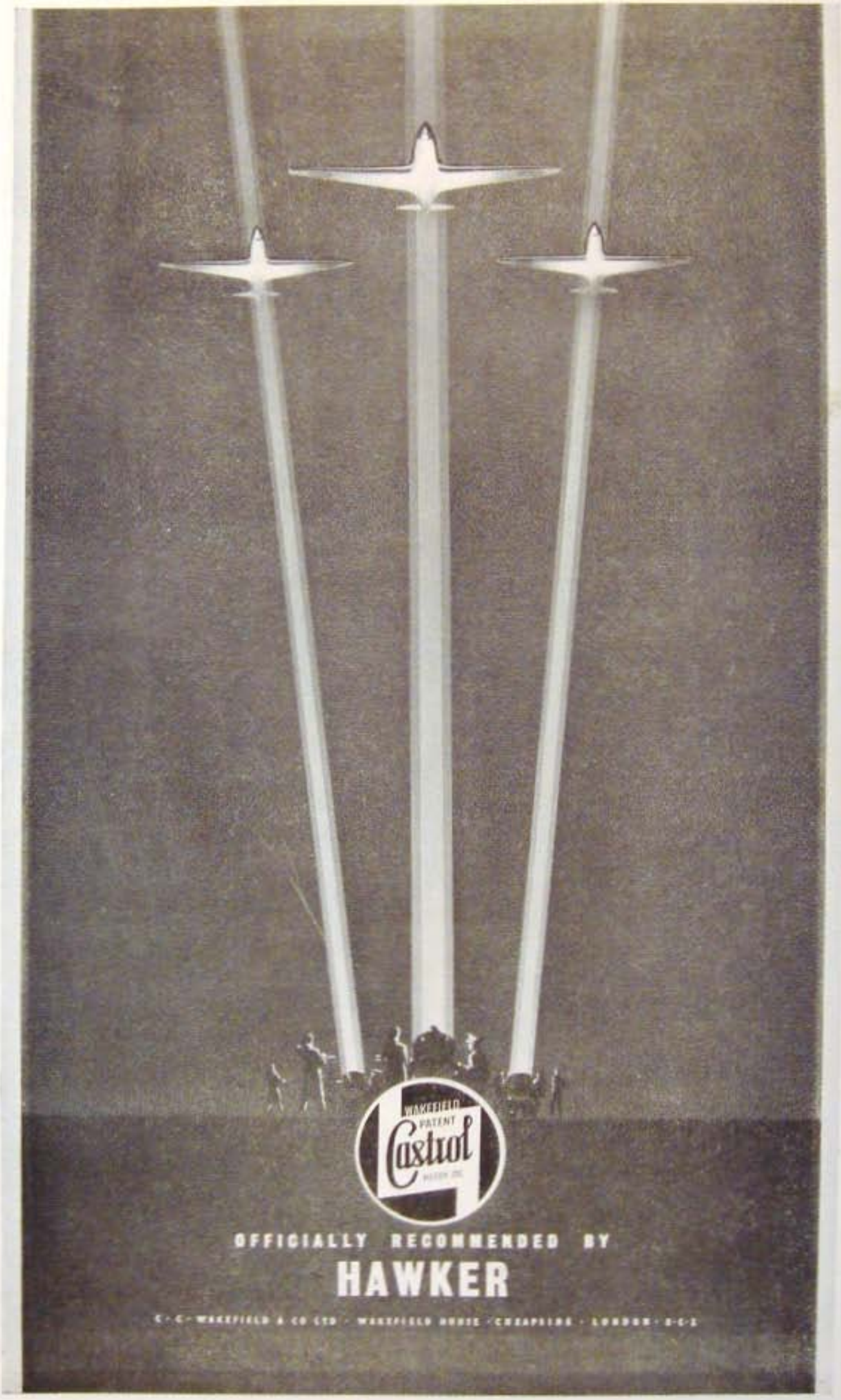
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