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THE SAILPLANE AND GLIDER

Price 6d.

Edited by Thurstan James.

THE INTERNATIONAL MEETING

There was much to encourage the closely interested observer during the Second International Gliding Meeting organised by the B.G.A. and even the general public must have found some inducement to attend, for on the two days a total of about £170 was taken at the gate and prices were small enough to make no inroads upon the family exchequer even in these hard times.

The most obviously encouraging feature was the steady improvement in types of machine available which was the outward and visible sign of much improved flying. For clubs and individuals only buy better types as the standard of members' flying improves. Nearly all the machines, if one excepts the veterans brought for the primary events, were at least of the secondary class and there were two high-efficiency machines, one British-built and claimant to two records, altitude and distance. That there were not three machines of this class was due to a trivial accident to the R.F.D. sailplane which was damaged **en route**.

BUILT IN THE DRAWING ROOM

Another heartening feature of the meeting was the number of home-built machines. The Bolton-Hiscox Hols der Teufel which proved itself an ideal machine for the conditions was assembled by members of the London Club, largely in Mrs. Manton's drawing room. The British Falcon built to the R.R.G. "Falk" drawings, which anyone can buy from The British Gliding Association, was beautifully made. Messrs. Slingsby and Thompson must be extremely proud of their machine's fine craftsmanship. Although the swept-back wing of this type is neither cheap (in labour) nor easy to build the machine once complete is ideal for the obtaining of "C" Certificates, witness the story of Mr. Slingsby whose flying had been limited to Zoglings. When the British Falcon was finished he took it up and soared for 12 minutes on what was virtually the machine's first flight.

Another fine piece of work is the Crested Wren built by Mr. Manuel, at Folkestone, and although this machine has yet to prove itself of true high-efficiency type it is an outstanding illustration of what fine work can be done by individuals.

One of the aviation correspondents, whom one believes to have been Major Oliver Stewart, said of the Meeting that it demonstrated quite clearly the necessity of the internal-combustion engine. However motorless the flight, automobiles were used for launching and recovery of gliders. They were used for rushing officials about and were absolutely essential to the spectator if he or she was to follow the machines from site to site. Quite apart from the interesting scientific question this opens up, i.e., the amount of h.p. required per hour of motorless flight, it also draws attention to the question of whether the public should be invited to gliding meetings as spectacles which are worth paying to see.

The difficulty is that so often the machines have to be rushed miles from start-point to start-point and the wretched crowd with the loud-speaker organisation is left behind. This problem ought to be solved because from the organisers' point of view the gate provides the only way of meeting expenses. The finding of the ideal site might help but even then changes in wind direction would mean shifting everything from one place to another. If one relies on a one-directional site like Dunstable the question of crowd and soaring solves itself, provided the wind blows.

THE WEATHER-CLERK'S IRONY

Ironically enough the wind generally does blow for Dunstable when Balsdean is being used. Balsdean has shown itself to be quite a good club ground but it is too convoluted ever to provide reliable soaring facilities and specially in the prevalent S.W. wind. As a distinguished member of the Movement, and pilot, put it, "Balsdean is good for a little of everything in every direction but can offer nothing outstanding for any particular direction."

This peculiar virtue of a little of everything certainly made possible a lot of activity and on Saturday during the gloriously sunny warm day there was a constant stream of machines into the valley with Mr. Lowe Wylde endlessly demonstrating that gliding with a passenger was continuously possible so long as you had an engine on the end of a bit of string.

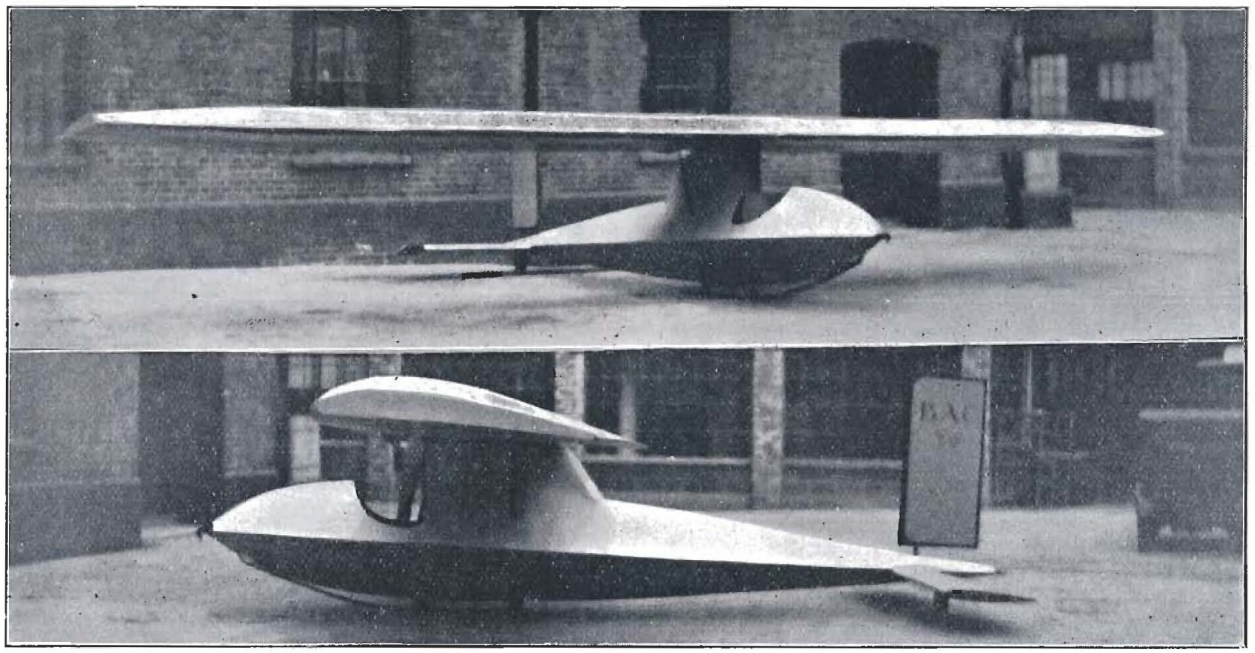
The Meeting justified its international title for not only was Herr Carli Magersuppe present to fly the Tern in certain events, but Herr Wolf Hirth, who needs no introduction to readers of The Sailplane attended the Meeting not only in his capacity as delegate to the Commission but as pilot. He had thoughtfully brought an instrument-board with him, for compass and variometer or statoscope are essential for thermal soaring. Unfortunately as things happened, Herr Hirth was not able to fly much but those who know enough to know how little they know, say his flight in the Hols der Teufel from half-way down the slope to above his point of take-off was one of the most instructive things they have ever seen. They were so impressed with the way the machine was even flown close along the ground nosing out lift.

B.G.A. meetings have hitherto rather suffered from the implication that they were southern affairs and so the presence of the Airspeed Tern was doubly welcome, not only for itself but as a representative of Yorkshire. Is it generally appreciated that of the four motorless flying records now claimed in this country three were made in Yorkshire altitude, and distance with single and double-seater? Altitude and distance are rightly regarded now as of greater importance than duration, so the South is not so eminently established in Motorless Flying as many have supposed.

THE WAKEFIELD TROPHY

The competition for the Wakefield Trophy brought to light one of those anomalies which are so obvious when they have been discovered. There was nothing in the rules to prevent the winning flight being a mere aerial toboggan of a mile or so. The award of a £250 trophy for such insignificant an achievement seems unfitting of Lord Wakefield's generosity. One therefore suggests that the toboggan race to Lewes be called "no race," that the rules for the event be amended to include at least five minutes soaring above the point of departure and that the distance be more than five miles; and that any flight over any ground can count for the Trophy provided it is properly observed; finally any flight up to November 30 is to count.—T.J.

FOR YOU TO MAKE



THE B.A.C. IX which has been designed for construction by the enthusiastic amateur.

B.A.C. Ltd., with the perspicacity which we have been taught to expect, have produced a type for which Clubs are waiting. This machine is of extremely clean design and looks as though it should have a good performance. Its first flight at Balsdean was certainly impressive. But more importantly it has been designed for Club construction. Its official title is the B.A.C. IX, and it has been produced in the hopes that a demand exists for a sailplane, cheap in first cost, of good performance and with ability to withstand heavy usage. Although a certain number will be produced in the B.A.C. works at Maidstone, it is intended to concentrate on producing wholly and part-finished details for assembly by Club members and others.

A very small proportion of the cost of a sailplane is represented by material. The heaviest item is that of labour and this cost has to bear heavy overhead charges. Cheaper labour can be used in manufacturing detail parts if jigs, etc., are used, but assembly generally demands a better type of workman, resulting in high cost when overheads are added.

Bearing this in mind, therefore, B.A.C. Limited, decided that in view of the present financial conditions and their very definite reaction on the Gliding Movement, Clubs and private owners would best be facilitated in their desire to acquire sailplanes, if finished parts were made available at a low price so that the remaining work could be done at home, thus avoiding assembly labour charges which represent so high a percentage of the market price of a machine.

The B.A.C. IX has been designed with the idea that all assembly operations must be simple and not require expensive jigs and tools. A high strength/weight ratio requires great refinement in detail design and with multitudinous parts of extreme delicacy, assembly becomes an operation requiring great skill. All complicated, though admittedly often efficient methods of construction have been avoided and while this of necessity means a certain increase in weight, the resultant simplicity and cleanness has justified it.

The cantilever wing, in two sections, consists of a single simple lattice spar, a few solid formers giving the section profile and a covering of 1-16in. plywood. No diagonal bracing whatever is incorporated as the majority of loads are carried by the ply covering.

The ailerons, of high aspect ratio, run the whole length of each wing, chiefly for simplicity in that cables and pulleys are obviated. They are operated by a pull and push rod protuding from the fuselage and connected by a universal joint to a lever at their ends. The resulting wing is the very last thing in simplicity. Cantilever construction was adopted because it saved fittings on wings and fuselage and also struts and wires.

The fuselage is of rectangular cross-section set on edge and at first sight is reminiscent of the Scud. Here, due compliment and praise should be offered to Mr. Baynes whose great ingenuity first recognised the great convenience of adopting this form. It differs from the Scud, however, in that it is much longer in proportion to its cross-section, and has a streamline "neck" which fairs off the pilot and carries the wing. This gives higher aerodynamical efficiency and saves centre-section struts and fittings, etc.

The elevators and rudder are interchangeable, and of the swivelling type, there being neither fin nor fixed tailplane. In order to avoid the extreme sensitivity associated with this form of control, a differential lay-shaft in the rear of the fuselage allows of a large travel of the joy-stick in the central position without more than a few degrees of movement of the elevator, while at each end of the joy-stick range, the elevator movement is speeded up.

In practice, this has been found highly successful as on its first flight and that in a dense mist at Balsdean, there was no tendency to oscillate in a fore and aft direction and this made the machine very pleasant to fly.

The actual tail members consist of five spruce formers on a steel tube, with a covering of 1-16in. ply. Fabric covering and doping has therefore been entirely eliminated with resultant cheapness, simplicity and great strength.

Assembly and dismantling only takes about five minutes as there are only nine pins and three bolts involved.

The wing area is 150 square feet, span 35 feet, length overall 18 feet 6 inches.

On completion of proper flight tests it is hoped to publish fuller particulars and aerodynamical characteristics of this machine.

HONORABLE MENTION

The Secretary of The British Gliding Association would like to express publicly through The Sailplane, his appreciation of the hard work done by those who were good enough to assist at the Meeting. There are too many to mention individually, but he feels, however, that it would not be out of place to mention the following:—

Mr. York Bramble, for his valuable assistance before and during the Meeting, and for the loan of the Balsdean site.

The Southdown Skysailing Club, for the use of Kingston Ridge, Castle Hill, and their Trojan.

Mr. Colin King-Smith, for not only loaning 2 Trojans, but for assisting in operating them.

Mr. Woodman and Mr. Robinson fer permission to use their lands,

and to

Sonia and Terrence Staples, aged 8 and 11 (?), for working so hard on No. 1 Gate.

THE INTERNATIONAL COMMISSION FOR THE STUDY OF MOTORLESS FLIGHT

On Oct. 1, the International Commission for the Study of Motorless Flight held its first general meeting. This was opened by Lord Amulree, Secretary of State for Air, who addressed the delegates. The foreign delegates were entertained to luncheon the same day by the President, the Vice-Presidents and Chairman of THE BRITISH GLIDING ASSOCIATION and in the evening attended a reception at Grosvenor House, Park Lane, organised by the British Aviation Hospitality Association.

The following day they were entertained to luncheon at the Royal Aero Club and in the evening to a dance at Hanworth. On Saturday and Sunday they went to Balsdean. Unfortunately restrictions of space prevent a fuller account of the speeches made but we are able to publish the resolutions of the Commission which have not before appeared in print.

OFFICIAL RESOLUTIONS

The resolutions which follow were unanimously adopted by the International Commission for the Study of Motorless Flight, hereafter called the I.C.S.M.F.

The Commission has noted the decisions announced by the Federation Aeronautique Internationale [The International body which controls sporting aviation.—ED.] in respect of gliding, and decides to submit for its examination a few suggestions calculated to promote the universal development of the sport. The Commission keenly appreciates the initiative of the F.A.I. in appointing a technical commission for gliding with Professor Georgii as President. In accordance with the wish expressed by the F.A.I. a list of the delegates for this technical commission has been drawn up by the I.C.S.M.F.

In order to demonstrate the unity of the Gliding Movement throughout the World and its cohesion, the Commission confirms its previous decisions, and adopts a uniform model for the badges of gliding pilots, and chooses the German badge.

Finally, the I.C.S.M.F. has decided in principal that from 1932 onwards, an international gliding competition will be organised annually.

In closing, the President thanks THE BRITISH GLIDING ASSOCIATION, the Royal Aeronautical Society, the Royal Aero Club, and The British Aviation Hospitality Association for their generous support and their cordial hospitality.

In consideration of the remarkable effort made by the B.G.A., the International Committee in its sitting of Oct. 2, decided to offer a **prix d'honneur** as witness of their interest.

GLIDING AND AIRCRAFT CONSTRUCTORS

The International Committee for the Study of Motorless Flight, on the basis of the experience gained and the research already carried out, and persuaded that gliding is an indispensable complement to the wind tunnel, as well as having the advantage of isolating one of the two factors namely the wings from the power unit—expresses the wish that aeronautical technicians and constructors of power-driven aircraft will effectively collaborate in its work and thus benefit aeronautical technique by improving aerodynamic qualities, by fixing rules for calculation, and also the general scientific development of aerodynamics and aerology.

It requests the French Delegation to collect the necessary information and to draw up in the name of the Commission an article which will be published in its bulletin, and will be sent through the national delegations to the constructors and aeronautical organisations interested.

TOWED FLIGHT

The International Commission for the Study of Motorless Flight considers that towed flight by means of an automobile may be an excellent means for training pupils; nevertheless it wishes to call the attention of organisations wishing to use this method to the dangers which may be involved. The Commission recommends that only tested material be used and an experienced instructor employed. The I.C.S.M.F. does not consider that the education of a pilot can be completed by towed flight by means of an automobile or an aeroplane, and that a ground with slopes and shock-cord launching are necessary in order to obtain the "C" certificate and for the attainment of true gliding. A pilot should know all the air currents, and become accustomed to the difficulties of flight over strange ground.

The Commission also thinks that a pilot once trained can glide in any locality by being towed by an aeroplane or even an automobile, particularly in tropical countries by reason of the force and the frequency of thermal currents encountered there.

The Commission insists on the great danger of certain methods of towing, and requests Herr Hirth, who has already studied these questions in detail, to collect information on this subject. This information will be communicated through the Commission to the different national clubs.

RESOLUTION OF THE SCIENTIFIC COMMITTEE

The Committee considers that the moment has come to undertake experiments with a view to determining in what measure the results obtained by gliding in temperate regions could be improved upon in tropical countries. It considers that the cleverness shown by gliding birds in utilising thermal up-currents in order to cover long distances, and also the performances of modern gliders fully justify interest in such experiments.

Consequently the Committee expresses the wish that such experiments should be undertaken by pilots who are fully qualified gliders, and also that the Meteorological Service of India, where the conditions are particularly favourable for thermal flights, should give their opinion regarding the most favourable regions and seasons for such experiments.

The Committee also appeals to other countries where the conditions are also favourable, that similar experiments should be carried out there. It thinks that there is hope of flying in a regular manner in these regions, and that this would give renewed impetus to gliding.

CELLON DOPE

FOR

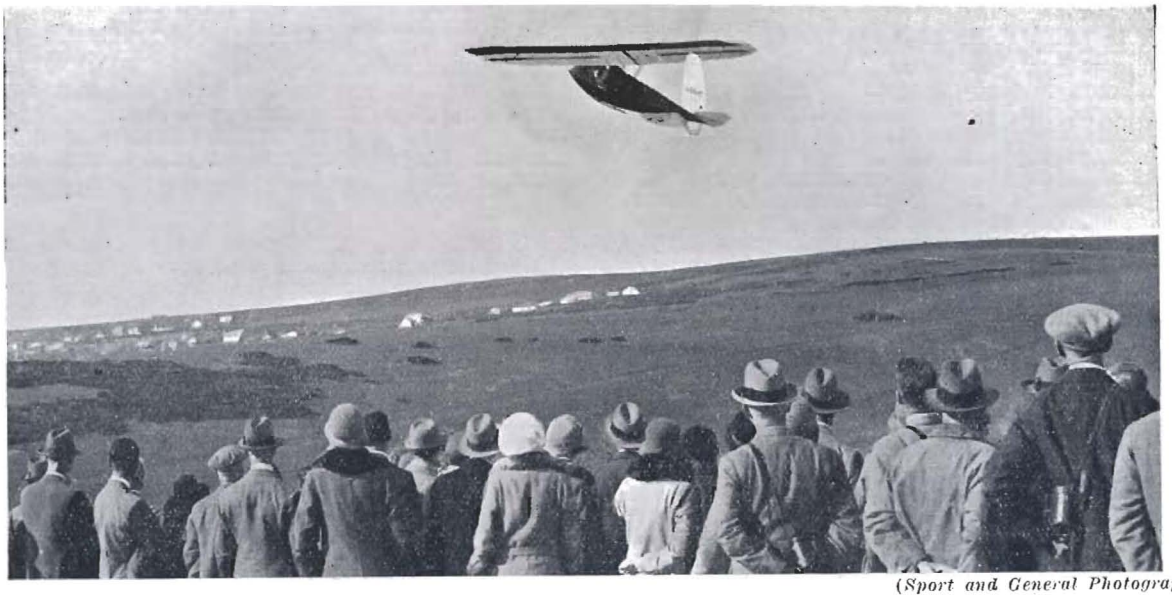
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THE INTERNATIONAL MEETING AT BALSDEAN

By SEBERT HUMPHRIES



(Sport and General Photograph)

The "Scud" leaps off the ground at Balsdean.

[*Acting on Editorial instructions the author proceeded to Balsdean for the International Meeting where he gathered impressions during the day, and ignoring the allurements of Southern night-life, laboured far into the night writing this article so that* THE SAILPLANE *might contain a proper account of the Meeting which owing to overwhelming professional and personal duties the Editor could not compile. He understands that Mr. Humphries received valuable assistance from Messrs. Hamilton and Slater.*—ED.]

Balsdean—Saturday

To-day has been amusing but not heroic. Wind-strength not above 10 m.p.h. and the westerly direction just about the worst possible for the Balsdean site. The slope available under the prevailing conditions was suitable for winning "A" certificates in primary machines, and gave no chance for the better machines to show their real capacities.

The collection of machines gave a fair cross-section of those in use all over the country, starting with unadorned DAGLINGS and going right through to the Rolls-Royce effect of the new Airspeed TERN. In between were DAGLINGS in various stages of nacelle, the SCUD, two types of B.A.C., and the London PRUFLING. The amateur construction-work was excellent everywhere. Manuel has made a delightful job of his little CRESTED WREN, though he might improve it still further by improving the fairing round the pilot's shoulders and control wires. The Hiscox-Bolton HOLS DER TEUFEL moved Wolf Hirth towards tears of joy

[*One imagines this to be a sample of hyperbole.*—ED.]

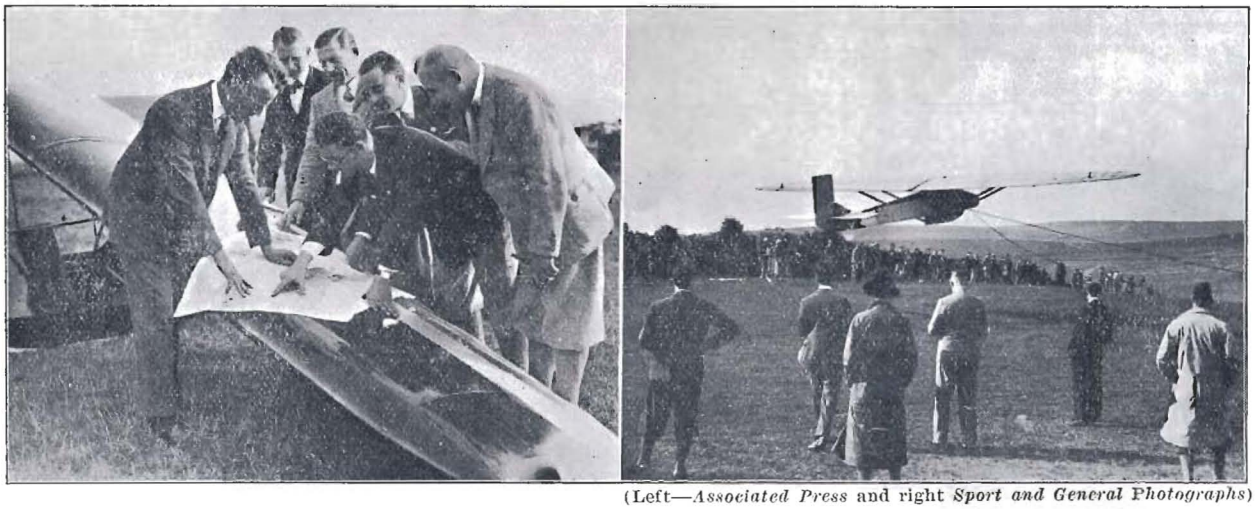
especially after he had flown it; in any case the conditions were better suited for the HOLS than for any other machine, with the possible exception of the Dagnall Sailplane which was broken on its trailer in transit.

Slingsby's BRITISH FALCON is a truly beautiful job; the carpentry throughout is magnificent; and Buxton found that all that a pilot has to do with it in the air is to tell it where to go. To pass the time away he took to waggling the rudder just for fun. It seems to be as near to automatic stability as is sanitary, and soars at every possible opportunity.

The Southern Soarers have made a nice job of their necelled DAGLING, the front half of which is detachable; and the Skysailors have been even more handsome over their non-detachable nacelle, the nose being given a finer stream-line entry. The Essex club have changed the solid front vertical strut of their DAGLING for duplicate strips, detachable, running from the bottom of the skid to the top of the king-post. This certainly gives some flexibility in the event of landing with a severe drift.

AIR CADETS

The first away at twelve o'clock was the HOLS with Bolton, partly thanks to the foresight of Hiscox, who had arranged for a section of the "First Air Cadets" to at-



(Left—*Associated Press* and right *Sport and General Photographs*)

Left: **Col. Sempill discusses possibilities with some delegates, behind wing are: Graf Ysenburg, Major Massaux, Prof. Theodorides, Herren Wolf Hirth and Helbig.** Right: **Mr. Turner takes off in his B.A.C. VI.**

GET THE DETAILS

NOW

ABOUT OUR NEW MACHINE !!

Our latest product — the B.A.C. IX. Sailplane successfully flew at Balsdean on Sunday, October 4th, and although the test flight was carried out under exceptionally difficult conditions, we are convinced that this machine fulfills a long-felt want.

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The B.A.C. School of Auto Tow Gliding Instruction is now in operation at West Malling Aerodrome, near Maidstone.

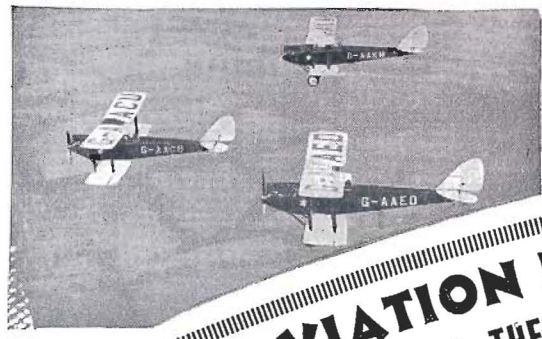
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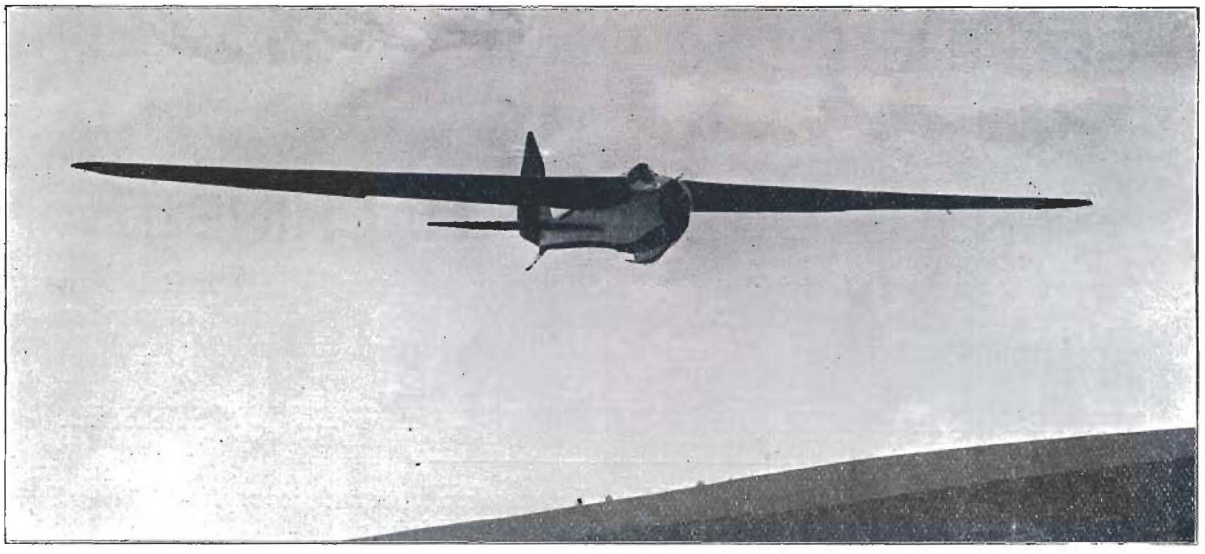
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(Stephens Press Photograph)

Even the Airspeed "Tern" could not soar at Balsdean.

tend to the launching in return for a lecture. The Air Cadets, some of whom were cycling a return journey of one hundred miles, were extraordinarily useful all day.

These boys are so air-minded that they are always ready to help in a variety of ways as often as they can get away from their work, which is mostly in aircraft factories. Their services can be obtained through Mr. D. W. Genge, of the R.A.F. Club, Piccadilly, London. In any case they deserve encouragement.

Eventually every machine that could fly did fly, but many of them had a struggle to come back over the high wire fence at the foot of the slope. Humby in the HOLS was the first man to land within 150 yards of the starting point. Little in the Dagnall Twin set out to beat the British distance record, but fell short of Rottingdean. Another excellent straight flight was done by Palmer in the Essex DAGLING, who later, in the Spot Landing competition, made one of the few stout flights of the day, finishing after a big bounce with the mark under his launching hook.

THE AIRSPEED "TERN"

Magersuppe was repeatedly launched in the TERN by a pair of cars and certainly showed the machine off effectively, with low turns, perfect landings, and loud yodelling from mid-air. He made an effort to establish contact with clouds but was forced down, after a long struggle, up against a distant hill.

[*We arrived about now and thought Herr Magersuppe was trying to reach the higher downs on the Eastward side of Balsdean.* —ED.]

A launching party of hikers later started him from the top of this hill whither he had been towed by car. He made a further struggle of 5 minutes 24 seconds before again being forced down, and there was a surge of excitement as he appeared to gain height in an attempt to re-cross the valley, but the emotion was premature.

Returning to the starting point under such feeble conditions was difficult, but the HOLS and PRUFLING in the course of about two dozen flights were brought back repeatedly by London pilots. Such machines as the SCUD were not having their day out, and could only pray for a gale which never came.

AUTO-TOWAGE

Lowe-Wylde, as always, kept things moving. He made about forty passenger-flights, auto-towed by Mrs. Green's perpetual motion Bentley, starting early and finishing up long after the B.G.A.'s pet firework had stalled on its first flight of fifty feet.

[*A flippant way of referring to the rocket which closed the official day.*—ED.]

No meeting would ever be much good without our "Jimmy." His style is unmistakeable. If you ever see a pilot land and leap out of his machine while it is still moving, like an energetic milkman on his rounds, that is "Jimmy." He took up a fair sample of every type of person on the ground, including the writer's increasingly air-minded wife, who derived great uplift therefrom. Conversation in mid-air in his machine is easy, and at times he was good enough to explain his controlling movements to his passenger. Even in the feeble wind the two-seater soared perceptibly with a full load. Altogether he kept the crowd thoroughly amused all day. On a rare occasion when he was not flying a small girl remarked: "Why is the 'Daily Mail' not up, Daddy?"

Further amusement was supplied to the profane by rubber-necking the host of celebrities, including Mr. Grahame White, who though repeatedly photographed, failed in an effort to tuck himself into the cock-pit of the SCUD. He, with the Master of Sempill, Mr. Gordon England, and Sir Frank McClean, brightened us up still further by performances on the DAILY HERALD broadcasting machine.

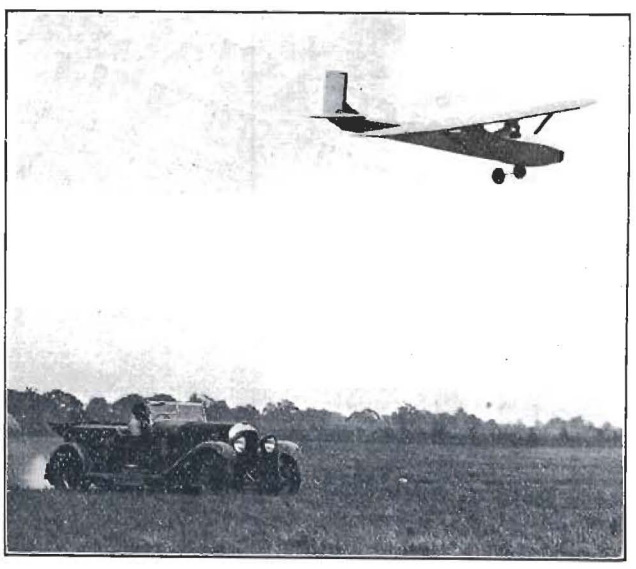
The sun shone hard all day and altogether the B.G.A. gave a large crowd its money's worth.

Balsdean—Sunday

Wind fifteen m.p.h. and probably twenty on the more exposed hills. Direction even worse than yesterday, if that were possible, being south-westerly. No sunshine, and late in the afternoon rain blew up and clouds covered the whole site, bringing the visibility down finally to a hundred yards or less.

THE VALLEY OF DEATH

Three machines, the London HOLS, the Essex DAGLING and the local TWIN lined up before ten o'clock at yesterday's starting point. The first flight was chosen by tossing up. Then followed a pause while a decision was made as to the site best suited to the conditions. The primary



(Stephens Press Photograph)

The B.A.C. Team



(Sport and General Photograph)

Mr. Humby flies the Hiscox-Bolton "Hols"

machines and some of the more elementary types gravitated to the head of the valley running S.S.W. The wind blew diagonally across the valley, with still air on one side, a fresh breeze on the other, and burbles in between. Across the valley, just within reach of a well-flown primary, were telephone wires and a wire fence. The broadcasting van might well have recited at short intervals "The Charge of the Light Brigade," although as a matter of fact every machine emerged from the valley of death without blemish.

Palmer, of the Essex Club, plugged away all day, rounding his pet gorse bush and finishing within inches of a good-looking section of fence. Zooming and hell-diving was demonstrated by many other gentlemen of spirit, and LeeRoy Brown repeatedly cleared the telephone wires with his nacelled DAGLING. The BRITISH FALCON also cleared, with feet to spare, flown by Miss Ruth Nicholson, of the London, who has just come back from the Wasserkuppe with her "C." This machine may have been lucky in its pilots, but in any case its rock-steady flight is extraordinarily inspiring.

Mole in the SCUD shot to uncharted heights off his elastic, wearing his usual studious expression, and also cleared the wires easily. Later he hitched so much horsepower to his double elastic that the starting-hook pulled straight and let the ring off. Fortunately the whizzing "bungy" hit no one!

Marcus Manton tested the London DAGLING'S brand new fittings, which include a nacelle that starts like an airship and finishes like a submarine, and contains an amputated stick, catwalks, and soft and loud pedals.

TO PASTURES NEW

Meanwhile the TWIN, the CRESTED WREN, and the PROFESSOR, PRUFLING, HOLS and TERN flew and walked to the high ground beyond Balsdean Manor to the N.E., in search of soaring winds.

As yesterday, the HOLS was better suited than any. Wolf Hirth explored in it the complicated conditions and showed Williams the best starting point. Williams then soared for about seven minutes and landed back on the top. At one time nine gulls soared above him; and, when a change of wind caused him to move further along, the gulls took his tip and followed him. This is the highest compliment that could be paid to any pilot.

The CRESTED WREN and PRUFLING tried their luck, which was more or less out, and the PROFESSOR and TERN tried too. Buxton in the PROFESSOR fought for his height for some minutes under difficult conditions, and Petre and Magersuppe did much the same on the TERN, Petre completing a figure of eight. Other information from this site was not obtainable, except that a startling report came back through the ultimate rain and darkness that the HOLS, PROFESSOR and TERN were last seen disappearing from the north face of the hill into thick mist in the direction of Maidstone, London and Bristol.

[*Of this more anon.*—ED.]

A NEW LOWE-WYLDE MACHINE

Lowe-Wylde was away all day until immediately before the wall of mist blew up, when the Bentley arrived towing his new simplified sailplane. This machine was designed and built in 12 frenzied days and 3 hectic nights, and only the painting was unfinished. Nine pins secure the pure cantilever wing (St. Cyr section) and three bolts the tail, to the diamond section body. Plywood is used throughout, and the ailerons extend over the whole span. At last somebody is trying to provide a machine of reasonably high performance which can still be paid for, flown, and repaired throughout, by an ordinary club member.

No machine of this type had ever been tested, but, all in one motion, Lowe-Wylde broadcast its arrival, hopped into the cockpit, shot off, and still rising vanished in the mist. He could not have given a better proof of his faith in his own work. Actually he landed safely, but nobody except himself knows how he came out intact.

Whereafter rain, mist, darkness, dismantling, more rain and more darkness. With three machines still missing.—S.H.

BAREFOOT INTREPIDITY

The true story of the three fog-bound birdmen like the annals of the poor is not elaborate. When conditions were obviously vile and the end of the meeting imminent 3 minds conceived the same brilliant thought. To the N.E. the Downs dropped hundreds of feet to the marshes outside Lewes. A long flat glide and the cross-country distance flight for the £250 Wakefield Trophy was made.

Herr Magersuppe got away first in the TERN. He reached with the S.W. wind, then swung round and slip-



(Photopress Photograph)

Mr. Palmer at his ease on the Essex R.F.D.

ped across the crest of the Downs almost before the crowd had realised his intention. We watched him floating away until he turned into wind and landed beside a road at Rise Farm. Mr. Norway, of Airspeed Ltd., after towing in the Editorial Morris to civilisation looked at a map, was shown the TERN's position and went off with the trailer. An hour later the whole equipage was on its way to London.

Mr. Humby, on the HOLS DER TEUFEL simply made a down-wind take-off from the steep N.E. face of the Downs and flew flatly for the bottom, where he landed in a ditch half a mile from any road and was content to leave Mr. Hiscox's machine out in the open whence the owner and two good Samaritans retrieved it in the early hours of Monday morning.

When Mr. Buxton took off the mist and cloud blew up in quantity. The PROFESSOR slid along the hill but every time it tried to rise across the crest, some obstruction made it turn back. Finally the mist swallowed it up, and its ultimate direction became the subject for excited speculation.

Hours afterwards a procession set out from Brighton for Lewes to recover the PROFESSOR from just behind the station whither it had been flown.

As soon as he cleared the hill, Mr. Buxton was out of the fog and clearly saw the TERN. He realised that Herr Magersuppe had lost distance by flying up-wind so he flew down-wind. The difference between the span of Mr. Buxton's feet and the pedals in the PROFESSOR is responsible for his light-hearted discarding of his shoes. No doubt the publicity which this slovenly habit has received will cause the modification of the rudder pedals.

WANTED—A RADIO AEROPLANE

A serious suggestion for future meetings is a light aeroplane, equipped with a radio transmitter which would follow distance flights and report the whereabouts of competitors to headquarters who could then despatch the proper succour parties. One imagines that Captain Duncan Sinclair of Standard Telephones could help here.—T.J.

THE RESULTS

The results of the flights for the Wakefield Trophy is still under discussion but the winners of the other events are given hereafter. Another matter which the responsible committee has yet to decide is what prizes shall be given for any particular event as apart from the trophies no prizes were specificially earmarked.

PRIMARY GLIDERS

SPOT LANDING COMPETITION.—1, T. H. Palmer, Essex Club (R.F.D. Glider), landed on the spot; 2, O. Warren, Southern Soarers (R.F.D. Glider), 11½ yards wide; 3, N. Cave, Southern Soarers (R.F.D. Glider), 13 yards wide.

DISTANCE FLIGHT.—1, T. H. Palmer, Essex Club (R.F.D. Glider), 660 yards; 2, C. Palmer, Southern Soarers (R.F.D. Glider), 630 yards.

DURATION FLIGHT.—1, T. H. Palmer, Essex Club (R.F.D. Glider), 1min. 12secs.; 2, N. Cave, Southern Soarers (R.F.D. Glider), 1min. 8secs.

CLUB AGGREGATE.—1, Southern Soarers, 8min. 35secs; 2, Essex Club, 4min. 26secs.

INTERMEDIATE GLIDERS

DURATION AND SPOT LANDING.—1, L. C. Williams, London Club (Hols der Teufel), 6mins. 56secs., 120yds. wide; 2, G. Humby, London Club (Hols der Teufel), 1min. 13secs., 140yds. wide; 3, M. Manton, London Club (Prufling), 1min. 2secs., 145yds. wide.

DISTANCE FLIGHT.—1, L. C. Williams, London Club (Hols der Teufel, 600yds.; 2, D. Morland, London Club (Prufling), 400yds.; 3, A. B. Gibbons, London Club (Prufling), 375yds.

SAILPLANES

RIG AND FLY CONTEST.—Major H. Petre (The Tern), rigged in 3min. 37secs., and flown for 1min. 15secs.

DISTANCE FLIGHT FOR THE DE HAVILAND CUP.—1, G. M. Buxton London Club (Professor), 500yds.; 2, Major Petre (The Tern), 335yds. 3, L. C. Williams, London Club (Hols der Teufel), 60yds.

FIGURE OF EIGHT CONTEST.—Major Petre, London Club (The Tern), one complete figure; time, 1min. 2secs.

PRIZE FUND

The Secretary of THE BRITISH GLIDING ASSOCIATION announces with deep gratitude the following donations to the Prize Fund: Alan Bott, Esq (£1); Air Commodore J. A. Chamier (£5 5s.); College of Aeronautical Engineering (£5); Kathleen, Countess Drogheda (£5); The Goodyear Tyre and Rubber Co., Ltd. (£5); J. E. Hodgson, Esq. (£1 1s.); Lord Inverclyde (£2 2s.); Captain Lamplugh (£1 1s.); D. Lightfoot, Esq. (£2); Sir John Leigh, Bt. (£5); The Palmer Tyre Co., Ltd. (£5); and the Duke of Sutherland (£2 2s.).

The following gifts were generously given as prizes:—The International Commission for the Study of Motorless Flight: aneroid and stop-watch; E. B. Meyrowitz, Ltd.: 1 pair Luxor goggles; Austin Reed, Ltd.: flying suit and flying helmet; L. G. Sloan, Ltd.: 6 presentation sets of Waterman pens and pencils; and Titanine-Emaillite, Ltd.: aeroplane cigarette lighter.

THE PRIZE-GIVING

Notice will shortly be given of the actual prizes awarded to winners. It is hoped to hold the presentation after an informal dinner at an early date.

Official Notices

FEDERATION AERONAUTIQUE INTERNATIONALE

Col. The Master of Sempill has accepted the invitation to represent the British Gliding Movement on the Expert Gliding Committee.

CLUB FINANCE

The following resolution was passed at the last Council Meeting:—

(a) All Clubs formed and about to be formed are recommended to become Limited Liability Companies for the protection of their members.

(b) The minimum subscription is recommended to be £5 and in addition flying fees be charged.

(c) Junior Sections of Clubs be formed for the purpose of initiation, repairs and construction but with non-flying restrictions.

(d) Standardised form of accounts be adopted by Clubs and that the B.G.A. should provide suitable books and forms for this purpose at reasonable cost.

(e) A sub-committee be formed to suggest a suitable model form of capital structure for Clubs.

(f) The Finance Committee to undertake the consideration of these recommendations and report their suggestions for making them effective.

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CASTLE SQUARE

BRIGHTON

The First Englishman goes to Grunau

There are three outstanding schools of Gliding in Germany. Of these Rossiten on the Baltic coast in East Prussia and the Wasserkuppe not far from Frankfurt-am-Main are already familiar to people in this country. Indeed, I have already attended a course at the Wasserkuppe.

After my return home, I decided to visit the third school at Grunau where Herr Wolf Hirth is in charge. He is, of course, well-known to readers of THE SAILPLANE and many London readers will remember his extremely instructive lecture delivered there on his way home from the United States.

When the time came to start and questions of transport had to be arranged I asked myself, "Why not fly the whole journey?" I visited Imperial Airways Ltd., and found that the cost was very little more than the train journey, in fact the connections enabled one to get to Breslau in one day.

At last the day arrived and at 9 a.m. I left Croydon in THE CITY OF LIVERPOOL. We called at Brussels, then on to Cologne, where I had an hour for lunch. Here I boarded a smaller machine, a six-seater of the Deutsch Luft Hansa, and had a most interesting flight to Leipzig, where a halt was made of one hour, during which time I was fortunate in having the opportunity of looking over the big new Junker's monoplane, the G.38.

The next stage of my journey was with a smaller machine still, a four-seater cabin monoplane. I arrived at Breslau at 6.30 p.m., and was met by a director of the Grunau School, who first fixed me up at an hotel for the night, and then showed me all the most interesting sights of that very old German town.

The next morning I was up early and taken to the Air Port in the D.L.H. car. The machine was due to leave at 7 a.m. for Hirshbirge in the Riesengebirge. I was given a complete flying outfit and placed in the spare pilot's seat beside the pilot. That last stage of the journey was most interesting to me, as I was able to see the delicate touch the pilot used with the controls, which I remembered later on my sailplane flights.

Arriving at Hirshbirge 1½ hours later, I was met by Herr Hirth who drove me in his car to Grunau, a village about seven miles from Hirshbirge. I was surprised at the picturesque appearance of the flying school buildings, being set amid pine trees and surrounded with flowers. All the buildings, offices and principal work-shops are in the village of Grunau, at the foot of the "Galgenberg" which is the range of mountains forming the principal flying grounds.

Grunau boasts of one very large hotel, where the students of the school are specially catered for, at reduced rates. I had a bedroom to myself with attendance and all meals for three shillings and sixpence per day! The food is excellent.

I was rather astonished at being told that I must arise at 5.30 a.m. and meet the rest of the advanced course at 6.15 outside the school which is only three minutes' walk from the hotel. I was up fortunately, in time to shave and have a good breakfast. Sandwiches were packed for my mid-day meal, so, complete with lunch and my camera off I went to meet the boys.

First, I was introduced to the instructor, Herr Van Hausan, who was the winner of last years' Rhön competition with a duration flight of 8 hours 36 minutes. I was then introduced to the other nine students, who included a German war-time Air Ace.

The walk to the summit of the Galgenberg was about 20 minutes, a steep climb all the way. Here was a large brick-built hangar, capable of housing 25 machines, and a workshop. The stock of machines consisted of 12 Grunau school machines, well-known to the readers of THE SAILPLANE for the strut immediately in front of the pilot, 4 RUMPF machines, which is the first fuselage machine used by "B" pilots, 2 FERDINANDS, 1 FALKE, 2 WIESENBAUDE and Herr Hirth's MUSTERLE, with its 56ft. wing span.

Thirty feet from the hangar is the top of the south slope from which one looks down on the village of Grunau and Hirshbirge town. At the back of Hirshbirge lies the famous range of mountains called the Riesengebirge, the highest peak being 6,515 ft. above sea level.

On the lower part of the south slope the beginners' class of 14 pupils were already flying with two machines. This is really perfect terrain, no rocks and no trees, with very good level spaces for landing at the bottom. The whole of the slope is covered with short mountain grass. When I say that this slope is equal to the west slope at the Wasserkuppe, most readers will realise what a perfect soaring and training ridge it is. At the top of this slope is a plateau 300 yards square of level ground suitable for landing.

The north ridge on the other side is ideal both for beginners and soaring pilots, a perfect slope with no obstacles of any kind with a vast level plain at the bottom for landing. The top of the east slope is only 300 yards from the hangar. It is very good for the pilots practising for A and B, but not with such good soaring possibilities, although Herr Hirth told me he has made a soaring flight of 40 minutes here. The west ridge, is more commonly called the C slope on account of the prevailing wind. The longest duration flights are also made here, as this ridge is perfect for soaring along the entire stretch of five miles.

We, the advanced course, spent the first seven days flying the school machine, or the Grunau ZOGLING. Two machines were used and retrieved by two horses. The average time making an S turn was 100 seconds. The next week we used the RUMPF machines, which translated means Fuselage, very similar to the PRUFFLING but with a bigger fuselage. Thanks to the help of the horses, each man was able to have two flights per day.

At the end of the second week when everyone was ready to have a try for the C, a heat wave set in and lasted for fourteen days. During this time we had workshop practice also lectures by Herr Hirth and Herr Van Hausan. Fotunately, I was able to have my lessons in English as Herr Hirth speaks this language fluently.

On the last day of the heat wave, all of us being well sunburnt, we smartly got to work as an 18 mile an hour wind was blowing and very welcome it was after the terrific heat. Four machines were quickly brought out, the FALKE, two large FERDINANDS, and the small FERDINAND. It happened that it was my turn to fly first.

In a south-east wind I took off slightly across from the south slope and immediately made a right turn for the S.E. ridge. The up-current was not strong so I decided to keep to that small ridge making a very short figure of eight and practically stalling in the up-current. By doing so I was able to keep above my starting place for six minutes then on the last turn I stalled a little too much and beat a hasty retreat for the starting point. The first "C" was made, and 30 minutes later the wind was due south at 20 m.p.h.

Two machines were already in the air and two more were sent off. All made "C" flights. The next morning with a west wind of 37 m.p.h. we started at 9 a.m. from the west ridge. My turn again came first and Herr Hirth said I must now try for the "Amptlisher Aussweis" (Official German Licence).

This certificate is necessary for the Rhön Competition and must be renewed every three years.

I was to fly the FALKE for 30 minutes and make a good landing at the starting place. This was a most enjoyable flight although the conditions were rough. When my time was up I was flying at 2,000 ft., so I crossed and flew along the valley to lose height, and then landed.

This day, 32 soaring flights were made with usually four machines in the air at once. Each pilot is provided with a wrist watch and must land at the given time, i.e., 5, 10, or perhaps, 20 minutes.

All students made their "C," with the exception of three, who left before the termination of the course. The beginners all departed with "B" certificates including three girls.

The last day of the advanced course was devoted to auto-towing on the Hirshbirge aerodrome with Herr Hirth at the wheel of his car. We each had one flight using a 300 ft. cable, then another with a 500 ft. cable.

The next day we sat for the theoretical examination in connection with the Special "C" Licence. This includes paragraphs 69 to 99 of the German Air Traffic Laws. The seven students who took part in this examination passed including myself, and Herr Hirth said I was the first Englishman to obtain this licence; but, I should like to know if Flying-Officer Kay passed this examination at the Wasserkuppe three weeks before me?—JACK WILSON.

NEWS FROM THE CLUBS



The Imperial College machine gliding near Shaftesbury.

THE FURNESS GLIDING CLUB

Stowed away, as we are geographically, in this North-West corner of England, with no Gliding Club within 70 miles, and scarcely ever a visitor from other clubs, our members, up to a month or so ago, derived their only encouragement from reading "News from the Clubs."

As with other Clubs our greatest, but by no means only, difficulty has undoubtedly been the lack of a really good site. Farmers generally have been most helpful; self-styled sportsmen, with gun or golf club, just the reverse.

Here are we within easy reach of fine soaring terrain and training grounds, and yet for months obliged to withstand the ridicule of passers-by who laugh at our struggles to achieve a 15-seconds glide, and snigger when we attempt to point out our limitations. At last, like a "Bolt from the blue," we succeeded in securing for one day a site which, if not the ideal, at least is far in advance of anything hitherto available.

The "old contemptibles" turn up, as it happens, in just sufficient numbers to carry out launching. Each man in turn is shot off the hill and dives over hedges into the landing field. We are staggered to find that we finish the day with the machine intact after a nnmber of hazardous 15-second flights. The end of the day finds us tired, but fired with a new enthusiasm.

September arrives—the last month of our first year of operations—and with it a youth, Wasserkuppe trained, in the person of Master Rex Watson (son of Mr. Jas. Watson, whose connection with the building of British Airships is well known). This young man proceeds to demonstrate that our much repaired B.A.C. II can be flown so slowly that rocks, boulders, and whin bushes need hold no terrors for an accomplished pilot when landing. Our Ground Captain, Mr. Stevens, decides to have a try-out, and after two attempts finally succeeds, by clocking 32 2-5th seconds, and that on a site long despised as being much too risky and dangerous—not that it isnt either. The dreaded stall having been robbed of its terrors we now apply for extended permission for this site, which has brought the Club its first "A"—and strangely enough we get it.

Sept. 20 arrives—all glorious and the weather O.K.—but tbe wind is coming from a different quarter, with the result that fresh hazards have to be contended with. However, nothing daunted, we get to work, and Mr. Stevens takes the first flight off the hill top, with boulders, roadways and walls beneath him yet to be dodged. There is much speculation as to whether he will safely reach the flat fields beyond.

Walk! *Run*!! *Release*!!! And away goes the machine on a flight which, as it proves, paves the way to Club history. Here at last is a site which makes possible the securing of "A" tickets.

Mr. Vernon Foster next takes over the controls, and although his times are good (one flight was of approximately 40 seconds duration) he is not deemed to have qualified for his "A" on account of his devious course. Obviously the Observer was not prepared to recommend certificates cheaply.

Next comes our Ground Engineer, Mr. Butterfield, who by the way is older than he cares to admit (so he says, but his enthusiasm is youthlike) and weighs in at about 15 stone. The walls seem to worry him, and he is obessed with the idea that he must dive to reach the safety of the greensward below. After smashing the rudder bar he is surely disillusioned, and at his third attempt, and with a time of 32 2-5th seconds, he glides his way gracefully into our "A" team.

Mr. Foster once again takes over, and thrills everyone as the rope leaves the hook prematurely. The machine settles on the tip of the hill, then lifts again, but with little or no forward speed. Not being exactly desirous of trying conclusions with the wall beneath, the pilot turns and lands on the steep hillside amongst rocks and other obstacles. The machine is, however, practically unscratched, and after examination enters the arena again. A great day concludes with a final flight by Mr. Foster, and this time a well-controlled flight earns him an "A" certificate with a time of 31 2-5th seconds.

On Sept. 27 conditions are once more ideal, and we assemble in good force. Interested spectators arrive, and plenty of willing helpers are available—a pleasant contrast after months of slogging.

Activities again commence with a lead from the G.C., who records a 37 second flip. The machine responds perfectly to her controls, and by lunch time we have bagged another two "A" tickets. Messrs. Britton and Burnett are tbe fortunate ones, and it stands greatly to the credit of the acting-instructor, Mr. Stevens, that by adhering closely to his parting advice tbey are able to make perfect glides, thus not giving the Observer any occasion to withold the awards.

On resumption of operations one more "A" is qualified for by Mr. Redshaw, bringing our grand total up to 6, and then practice in turns is carried out by the "A" men.

The spectators are delighted—there are no shocks, and the whole thing looks attractive.

Our appeal for new members new reads:—

"Qualified instruction—"A" and "B" certificates guaranteed."

We at last feel in a position to invite other Gliding Clubs to contest with our members, so you may be sure you'll be hearing from us before very long—proposals are now receiving close attention.—W.B.

THE IMPERIAL COLLEGE GLIDING CLUB

The Imperial College Gliding Club held a Camp at Gore Farm, Ashmore, near Salisbury. Gore Farm is 4 miles from Shaftesbury. The camp began on Sept. 1. An R.F.D. glider was towed down to the camp on a trailer, by means of a Morris, 1925 12h.p. car. The first day was spent in preparations. Eight members arrived by Sept. 2, including Sir Gilbert Walker, a Vice-President of the Club. We also had three German students as guests. One of these has soared for 4½ hours in Germany.

The first week was not very successful owing to the weather. Only three of the members present had obtained "A" certificates previously, and therefore most of the time was spent in bringing the other members up to date. Twenty-one launches were made during the first three days and the flights were terminated by a damage to the vertical strut of the centre section. This happened on the occasion when one of our guests took off into a strong wind from the top of Sutton Hill (about 250 ft. high) and on finding himself in difficulties turned back and landed near his starting point with some side-slipping. The damage was repaired during the next rainy day and flying was continued on the next Monday.

On this occasion the machine was flown down into the valley of Little Combe Bottom, by J. H. Payne, in 41 secs. During the rest of the day 25 launches were made in the valley using auto-launching. Another member of the Club arrived, but Sir Gilbert Walker had to leave the camp on the Tuesday. He had 14 launches and made some excellent short glides. Primary instruction was continued on Tuesday and another 19 launches were made.

Wednesday the machine was transferred to Sutton Hill. Here we have a horseshoe valley facing South-West. The first flight was made from the top by W. N. Hewson. He made a flight of 41 seconds duration and thus qualified for his "A" certificate. The distance covered was about 700 yards. During the same afternoon J. H. Robin qualified for his "A" certificate with a flight of 45 seconds and the distance covered was 750 yards. This was Robin's 13th flight and for an *ab initio* pilot this is the minimum number of flights required for an "A" certificate.

After both these flights the machine was pulled back on a trolley to the bottom of the hill; lifted over a fence and then pulled up by the car, using a quarter-mile of steel cable and pulley, the car running on almost level ground on the top of the hill.

The next flight was made by J. B. E. Keeble, Vice-Captain of

the Club. As he has made his preliminary 45 seconds flights at Balsdean, he tried for his "B" certificate. He made a very good flight with an "S" turn, however the official timekeeper registered 57 seconds only. At this time there was a slight wind blowing *down* the valley.

Two more flights were made at the bottom of the hill.

On Thursday, P. Adorjan, the Club Captain made his first preliminary "B" flight, with a flight of 51 seconds, the distance covered being 800 yards. There was a slight tail wind. The rest of the day was spent in primary training in the valley bringing the total number of launches up to 80.

The next day, Sept. 11, was started with J. H. Payne making a flight of 50 seconds and 850 yards distance, this flight being his second preliminary "B" flight. Again there was an East wind and it was debated whether flying should be continued on the same ground or not. However it was found that there was no ground in the district which faced East or North and would not offer difficulties when retrieving the machine.

After a few short flights in the valley C. H. Barnes qualified for his "A" certificate with a flight of 37 seconds. The next flight was somewhat unfortunate. W. N. Hewson made a flight of 37 secs., and after zig-zagging across the valley turned back and landed through a hedge at the bottom of the hill. In this process the vertical and horizontal struts of the centre section were damaged.

The next week was spent in completely rehauling the machine. Two new struts were placed in the centre-section and the wings were examined and repaired where necessary. During these repairs we had visits from Capt. Hill and Mr. Lewitt and we are sorry we could not demonstrate any gliding.

The machine was again ready for flying on Saturday Sept. 19. After a short test flight by the Captain, on the top level part of Sutton Hill, he took off almost at right-angles to the direction of the valley, and tried to turn down into the valley, the wind blowing downwards. He put on rudder too late and the skid touched the top of the hill when turning (24 secs. after start). The machine started skiding down the hill (a slope of 1 in 1) and when the speed increased sufficiently took off again and landed on the left hand side of the valley. The onlookers were very much relieved to see that no damage was done. The machine was retrieved and J. B. E. Keeble made a very good flight of 61 secs. duration downwind, with an "S" bend, thus qualifying for his "B" certificate. He landed 1,000 yards from his starting point in a turnip-field.

Although usually there is no flying on Sundays, we put in a good day's gliding on Sunday afternoon as our President, Col. H. T. Tizzard, Rector of the Imperial College, paid us a visit.

J. H. Payne made a flight of 60 seconds with an "S" bend, and thus qualified for his "B" certificate. Next P. Adorjan made a flight of 41 seconds, and Robin 38 seconds.

Our President then made five short flights in the bottom of the valley, and two hours after making his first flight in a glider, qualified for his "A" certificate with a straight flight of 46 secs. duration. Although the Rector is a power pilot, he has not handled a power machine for more than ten years.

As only six of our members and two guests stayed for the last week, auto-launching had to be used for the next flights. Short flights were made on Monday and Tuesday. The wind blowing from the North, it was decided to move to Wind Green a very good gliding ground situated about three miles from Gore Farm. The valley faces North, and the drop from starting to landing place is about 350 feet. The machine could be retrieved without difficulty. Two very good flights were made on Wednesday. The first by J. H. Payne, 1 min. 35 secs., the second by J. B. E. Keeble, 1 min. 37 secs. Some short fligts were made on the bottom of the hill.

There was no flying on Thursday as the axle of the car was damaged and this had to be repaired. On Friday, Robin made two qualifying flights for his "B" certificate of 53 secs. and 56 secs. duration, respectively. W. N. Hewson made a flight of 47 secs. with a somewhat hard landing, but the machine was not damaged. G. P. Hebden qualified for his "A" certificate with a flight of 45 secs. duration

Saturday, Robin qualified for his "B" certificate with a flight of 60 seconds durations, with an "S" bend. Another good flight was made by J. B. E. Keeble, 1 min. 10 secs. The day's and camp's flying was ended, with a few short flights, bringing the total number of launches for the camp up to 120 and total for the Club to 525.

On Sunday, Sept. 27, everything was packed together, and on Monday the glider travelled back to London.

We have gained 5 "A" and 3 "B" certificates and very much useful knowledge during the camp. We brought back our glider in perfect condition and are now looking forward to another good season. So much about gliding. There is also a social side to a camp. We believe we were successful in this respect. For this we owe very many thanks to Mr. Ralph Coward, Warden of Gore Farm and Mrs. Coward. They did everything to make us feel at home. And we did. Some members of the Club even took part in the folk dances of which Gore Farm is famous in the district.

The more serious members of the camp (and also the others) very much enjoyed the lecture Sir Gilbert Walker gave us one evening on "Clouds.' Sir Gilbert has carried out some very interesting experiments on this subject and we are looking forward to the lecture he will give us (to be held jointly with the B.G.A.) in a few weeks time. Sir Gilbert also taught us how to throw boomerangs.

There are two important factors at every camp; sleeping accommodation and food. Both of these were excellent. We had a newly decorated dormitory to sleep in and the food as prepared by the specially hired cook was very good.

We all came back to London feeling very fit with the memories of very pleasant four weeks.

THE NORTH KENT GLIDING CLUB

At last! Two "A's"! Through the kindness of Mr. Yorke Bramble and the Southern Soarers, our Club visited Balsdean on Sept. 27 with the avowed intention of obtaining "A's" in order that we might compete in the B.G.A. Competitions. Much time, energy, petrol and patience has been expended in searching for a satisfactory gliding site in this part of Kent, but we despair of finding any ground with more than a 15 second slope. Practically all our training to date has been by auto-launching on flat ground.

Our one hillside site has been usable only on a few occasions this year, and then only yielded 14 second flights when flown its full length. It says much, therefore, for the auto-launching method of training, and it may be heartening to other Clubs placed like ourselves, that in one day at Balsdean, two *ab initio* members were able to take their "A's," neither of whom had previously accomplished more than a 14 second flight.

We chose two of our most competent pilots, determined to get them their "A's" if humanly possible, and started operations on a site which, we found, only yielded 12 second flights. We moved to another site which gave 27 second to 29 second flights. A third change of site was made, and this time Mr. E. R. Ellingham made an excellent flight of 35 seconds, and subsequently Mr. C. H. W. Jiggens, our Secretary, made a similar flight of 31 2-5th seconds.

One cannot help remarking on the splendid Club spirit which drew 18 members, including 4 ladies, on a 60-mile journey to Balsdean, to work together in order that the chosen few might have the opportunity of obtaining their "A's," and representing the Club in the competitions.

We had a long day, 7.30 a.m. until midnight, and we returned home tired but happy, and full of grateful thanks to those who made the day possible, not forgetting our trusty mount the B.A.C. II.

R.Ae.S: MANCHESTER BRANCH: Gliding Section

The site at Higher Disley has turned out to be much better than was expected and there are prospects of "B" Certificates being obtained there on the PRUFLING. The last meeting was very successful. Not only were two "A" certificates secured but Mr. Mallard succeeded in making a good glide of 47 seconds with two turns, on the ZOGLING. Mr. F. Coleman also completed his second flight of 48 seconds with two turns on the same machine.

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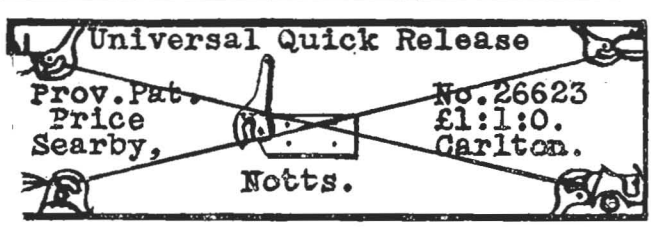
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The Manchester machine at Disley.

THE SOUTHDOWN SKYSAILING CLUB

On Aug. 16–17 several members of the Club visited the Channel Club at their meeting at *The Valiant Sailor*. Judging from the flying conditions during the week-end this should be re-named *The Valiant Glider*. We witnessed some very fine flying and wish to thank the members of The Channel Club for their assistance and courtesy during our visit. On August. 29–30 we visited The Portsmouth and Southsea Club at Portsdown hill. The wind direction was nearly as bad as it could possibly be but in spite of this Fl.-Lt. Brown made a flight of over a minute on Saturday afternoon and on Sunday morning the DITCHLING was flown by Fl.-Lt. Brown, Mr. Lawson, Fl.-O. Mole and Herr Krause. In the afternoon this machine was flown in the competitions by Messrs. Brown and Lawson. We were successful in carrying off the First Prize in the Distance and Endurance competitions in our Class. This was gratifying to us as the machine is a product of the Club. We wish to take this opportunity of thanking The Portsmouth Club for a very good time at their Meeting, and for the assistance given us whenever necessary.

On Aug. 9, Mr. Ely, one of our most energetic members qualified for his "A." On Sunday, September 6, the DITCHLING was flown by several members and on one occasion after a flight of nearly two minutes was landed on top of the ridge at about the same level as the take-off. As the wind at this time was westerly about 5 m.p.h. this speaks well for the capabilities of the machine. During the day, the R.F.D. was busy on primary training. On Sept. 13, two flights were made in the DITCHLING from the Beacon in a northerly wind of 3-5 m.p.h. On both occasions a landing was made on the top of the ridge about a mile from the take-off. On one occasion the landing was West and on the other East of the Beacon. The wind now having died down and changed to a Westerly point the R.F.D. was put to work. Three members, Fl.-Lt. Brown, Mr. S. Wood and Mr. Lawson, made flights of over 60 seconds and qualified for their "B" certificates. Two of these were *ab initios*.

Considerable primary training was done and good progress was made by several new members. Mr. Tinslay made exceptional progress considering this was his first day's flying. Mr. Leaney made a flight of over 30 secs. but unfortunately this was not officially observed. Miss Hackworth made several flights and is now ready for her "A" tests. She showed great improvement since her last flights some weeks ago. We are told that this was due in a great measure to her having studied a film taken by her father during her last flights. The faults then apparent to us were shown up on the film sufficiently clearly to enable her to see where she was making a mistake previously and to correct this on her next flight. This hint might be very useful in training. We would be pleased to hear whether anyone else has profited by having seen a film of their previous flying.

Our new R.F.D. Nacelled Machine is now nearing completion in the Workshops. We hope to have this ready to take part in the B.G.A. Competitions. This will bring our fleet up to three machines. "The Club Hack" (R.F.D.), the DITCHLING and the new machine. Our technical section is growing and is in fine form. We are recruiting new members every week and hope to have a large Section in a short time. We hope to put in a lot of work in the shops this winter.

We have now started flying on Saturday afternoons as the evenings are now too short to do any work. New members are assured several flights every meeting they attend. We have always made an effort to give every member attending one or more flights every time they attend. Members attending in the morning have the best chance of flying. So be early! Please!

On Sept. 20, the wind was North and very light, not over 8–10 m.p.h. In the morning about 35 flights were made on the R.F.D. several approximating 30 secs. Good flights were made by Messrs. Wood, Lawson, Brown, Leaney, Ely, Robinson (S.), Robinson (F.), Tinsley and Wall. During the afternoon the DITCHLING was rigged and at about tea-time Fl.-Lt. Brown took off and completed 10 mins. 48 secs. before landing on top of the ridge owing to the wind dropping to practically a calm. Two other flights were made of 3 mins. and 2¼ mins., in both cases the landing was made on the same level as the launch. We are awaiting a suitable wing to do some longer flights. During the flying a large number of spectators collected to cheer us in our efforts.—L.L.B.

THE WILTSHIRE LIGHT AEROPLANE AND GLIDER CLUB

Although the weather conditions were by no means favourable for Gliding on Sept. 26, training was continued with caution at Easton Hill, 3 miles East of Devizes, the site being marked by a large wind sock on the ridge of the hill, which can be seen between the 85th and 86th milestone the South side of the London—Devizes Road. By means of Auto-Elastic-Launching a large number of successful glides were made and Mr. Leslie Morley Barlow gained the distinction of being the second member to qualify for his "A" pilots certificate in the Wilts Club. The flight was officially observed for the B.G.A.—C.T.C.

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