September 9th, 1932. Vol. 3 No. 16.

THE SAILPLANE & GLIDER

Official Organ of the
British Gliding Association

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THE SAILPLANE & GLIDER

(*Founded in September, 1930, by* THURSTAN JAMES).

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OFFICIAL ORGAN OF THE BRITISH GLIDING ASSOCIATION.

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A STEP IN THE RIGHT DIRECTION

A short time ago, in announcing the inauguration of THE SAILPLANE Fund for the assistance of the British Gliding Movement—a fund which was rendered possible by Lord Wakefield's generous gift of £250—we ventured to suggest that the opportunity should be taken to investigate the organisation of the British Gliding Association, the body responsible for the administration of the fund and the control of the Gliding Movement generally. We were careful to point out that this suggestion was made, not in criticism of the Association or of any of its individual officers, but in order to set at rest a certain feeling of uneasiness which, we had been led to believe, permeated certain clubs throughout the country. It was for this reason that we suggested that the investigating committee should be carefully chosen, the personnel to consist of those who had the full confidence of the Movement in this country.

It is with considerable satisfaction that we are able to announce that the suggested investigation has actually been carried out. Further, that this difficult task has been accomplished by a Committee which we hardly dared to hope would undertake the work, and that the investigation has been carried out with a thoroughness which has exceeded all our expectations. The final results of the investigation have yet to be announced, but, in the meantime, no harm can be done in giving, briefly, the full story for the information of those who, after all, are most intimately concerned.

In May last, the Council of the British Gliding Association was honoured by the presence at its meeting of Air Commodore J. A. Chamier, one of its vice-presidents. The visit was not a chance one; Air Commodore Chamier came specially to obtain a first-hand impression of the state of the Association. It will not be out of place to emphasise at this point that the President and Vice-presidents of the British Gliding Association are not mere figure-heads. They are, one and all, deeply interested in the Gliding Movement and have its welfare at heart. A great deal of work is done behind the scenes by these busy men and women, and we must associate with them one who is indefatigable in his activities on behalf of the Association, Mr. Gordon England, the Chairman of Council.

But to return to the narrative. Air Commodore Chamier's visit to the Council Meeting was followed by a letter to the Chairman, in which were set out, very clearly and fully, the vice-president's views on the British Gliding Association and, in particular, the effect on these views of the impressions gathered at the meeting. There is so much food for thought in the letter that we have reproduced it in the present issue of THE SAILPLANE together with Mr. Gordon England's reply.

The next step was a meeting of the Vice-Presidents of the Association, at which the whole position was most carefully reviewed. Every opportunity was afforded for the closest possible inspection of the administration of the Association and of the Gliding Movement.

Who could have visualised such a competent and august Committee of Investigation? The whole British Gliding Movement has, indeed, reason to be deeply grateful to its Vice-Presidents for their interests and work on its behalf.

The conclusion reached by this distinguished Committee was that the British Gliding Association must survive and continue its work. They recognised that its activities during the past two and a half years had been crowned with not inconsiderable success, but that, at the present time, the whole Movement is in serious danger of disintegration owing to lack of funds. They recognised the valuable work done in the control of the airworthiness of gliders and the supervision of the safety of gliding—work which has been carried out in such a way as not to impede enterprise and progress, and yet in a thoroughly practical and efficient manner. An important consideration, in connection with the continuance of the Association, was that, in the event of the Move-

ment closing down, the absence of the expected lists of performances and certificates and the absence of Great Britain's representation on the Councils of the International Groups such as the F.A.I. would constitute a definite loss of prestige in addition to the falling-off of technical skill and progress. Such a falling-off would stand in marked contrast to the continuing advances made by the more important European countries where the gliding movements are, without exception, substantially subsidised by their States.

The outcome of the deliberations of the Committee was a letter, signed by the Vice-Presidents and addressed to the Secretary of State for Air, in which an appeal was made for a small mead of official assistance to enable the British Gliding Association to continue its work. It was suggested that assistance should be granted under two heads; first, a grant to the Association in the form of a contribution towards its expenses in making and administering regulations—a duty which, in the absence of the Association, would become a charge on the Civil Aviation Department of the Air Ministry; secondly, a contribution to be made in respect of each gliding certificate obtained by affiliates to the British Gliding Association. The latter grant would be parallel to the subsidies paid to the Light Aeroplane Clubs. It is noteworthy, in this connection, that a pupil who has become a glider pilot attains proficiency as an aeroplane pilot in substantially less time than if he began his flying training on a power-driven aircraft.

These modest suggestions for financial support for the Gliding Movement contrast with the large sums voted per annum by the German and French Governments. Nevertheless, even this limited official assistance would enable the British Gliding Movement to face the future with some assurance. It would, above all, enable the Association to establish the much-needed central school for scientific, technical and practical training.

At the time of going to press, no intimation has been received as to the official response to this appeal. We would emphasise, however, that the demand is an extremely modest one, and we are very strongly of opinion that, even if the official view be favourable, no effort should be spared to obtain, by voluntary contributions, additional funds to ensure the establishment of the Movement on an impregnable foundation. It has been decided, therefore, that, at any rate for the present, THE SAILPLANE Fund should continue, and we hope that no effort will be spared to obtain further contributions. A real, sustained effort by those in the Movement to keep things going on their own initiative is much more likely to induce official support than if we sit still with our hands folded and merely expect others to spoon-feed us. The present is no time for relaxation of effort, but rather for renewed activity on the part of each individual member of the clubs and of the British Gliding Association.

(Owing to the B.G.A. Competitions at Askham-in-Furness, Club News are rather scanty in this issue. We expect to see the deficiency rectified in the next issue.—ED.)

THE B.G.A. COMPETITIONS.

It is, perhaps, a little early to sum up the results of the Furness Competitions, which are described by Capt. Needham on another page. The weather was anything but kind, but full use was made of the few days that were suitable.

One thing that the Competitions have shown is that the spirit of the British Gliding Movement is right. One has only to instance the case of Mr. F. Addyman who, some time ago, met with a serious accident when gliding. This stalwart actually "hiked" it all the way from Harrogate in order to be present at the Furness meeting. It was a little disappointing that the southern clubs did not turn up in greater force, but we have to remember that the present times are not normal.

Of the outstanding performances during the meeting there are two that deserve special mention. The first is a machine; the second a man. Both are necessary for success. Mr. Slingsby's BRITISH FALCON put up a consistently good performance throughout the meeting. This machine, constructed by Mr. Slingsby, is a modification of the FALKE, and was described in THE SAILPLANE some months ago.

The second performance is that of Mungo Buxton who on August 30th, again on the BRITISH FALCON, reached an altitude of 1,700 ft. in a wonderful flight. This performance was all the more remarkable when it is remembered that the FALCON is really an intermediate class machine. It shows that the *man* is more important than the *machine*. Buxton's success was due undoubtedly to his skilful piloting. While other machines failed to rise more than a few hundred feet, Buxton, by a skilful use of ridge currents, aided occasionally by lifts under clouds—in fact by ensuring that *his machine was in the right place at the right time*—was successful in reaching 1,700 ft. The flight was only terminated because the pilot, fearing that the clouds would descend and blot out the hill, decided to land.

There was the inevitable proportion of minor crashes, which hampered the meeting to a certain extent, but on the whole there is every reason for gratification on the part of those who organised and took part in the meeting. We venture to suggest that if the original Contest Committee had had more faith and had gone straight ahead with their preparations for an international meeting, the results would have been all the more gratifying. However, the main thing is that the meeting has been held; it has shown that the spirit of the Movement is right and that we have the pilots. It will give renewed confidence to go ahead, and we have no hesitation in predicting, even at this early date, that if only a modicum of financial assistance is forthcoming, next year's meeting will produce results beside which the interesting and commendable performances of the recent meeting will pale into insignificance.

Since the above was written, news regarding the last day of the meeting has come to hand. To the two performances mentioned we have now to add what was, perhaps, the outstanding flight of the week, Buxton's distance flight to Monk Park, 13¼ miles from his starting point, again on the BRITISH FALCON, was a splendid achievement, and formed a very fitting conclusion to the meeting. It is little wonder that both he and Slingsby were given an enthusiastic reception on his return.

To our regrets for absences must be added the TERN sailplane, which came to grief, unfortunately, during F./O. Mole's recent attempt on the duration record in Yorkshire. Owing to pressure of work, Messrs. Airsfield, Ltd., had been unable to effect the necessary repairs in time for the Furness meeting. Had this been possible we should have been able to record, doubtless, further outstanding performances by a British machine.

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TWO INTERESTING LETTERS.

AIR COMMODORE CHAMIER'S LETTER.

May 24th, 1932.

My dear Gordon England,

I should like to thank you for the opportunity of listening-in to your Council meeting yesterday.

I was rather appallel by the state of affairs from many points of view, and feel that I should put you in possession of some of my early reactions.

Briefly, I was amazed that so vital a discussion should arise so casually, as it were, and distressed to gather that all was not well within the Council.

You are, I think, aware that no one is keener on soaring than I am: that does not mean that one can necessarily force its growth in this country, and unless its growth is greatly stimulated I doubt whether it can support the B.G.A.

My personal feeling at the moment is that gliding and soaring can only be sustained by concentration on the two extremes—the schoolboy end to get the youth air-minded, and the scientific end of the research institute (which probably depends on Ministry support). From the mid-way crowd being the more or less grown men, on whom we are concentrating at the moment, I hope little by *themselves*. Life is strenuous, and men have little time to spend on amusements, and the amusement of elementary aerial tobogganning so soon palls on the grown man that he does not gather momentum to carry him through to the more expensive and exciting soaring flight.

We must recognise, moreover, that extended soaring is very much a matter of time and place. It is not commonplace. All keen glider folk want to soar, but that does not mean that, say, 20 clubs in the British Isles can have good soaring sites and good soaring sailplanes. This art, maybe, must be confined to one or two selected sites.

The very young must start and get the elementary stages over before they are old enough to be bored, so that from this large and constantly renewed band of keen youngsters we can get constant recruitment to the middle class, and by such yearly reinforcement acquire momentum. Surely this is also the German plan. Any number of elementary *gliding* clubs wherever there are slopes and youth: a very limited number of sites for soaring; and one or two perhaps soaring clubs on those sites. Later on some of the gliding clubs fortunately situated as regards terrain and cash may develop other soaring centres, but that comes later.

Surely we are struggling to enthuse older folk on many gliding terrains: I consider this policy doomed from the start.

* * *

You will say that you are aware of all this and agree with it, but cannot get on with it. Then I say that the B.G.A. cannot survive in its present form.

I know all that you have done and how you feel that one more spurt to carry over hard times and we are Home. *I* feel that it is not a matter of hard times in finance, but of enthusiasm, and I feel that on our present lines enthusiasm will spurt and flag, but never grow into a solid achievement.

I had better finish with destructive criticism before I go on to something a bit more stimulating.

I got the impression that the present Council (forgive me, please!) is rather unbusinesslike. I do not think that we should have gone on down-hill for so long, to a point in fact when insolvency stares us in the face.

* * *

The Council, as you say, is divided within itself—an impossible position. But I feel a sneaking sympathy with the mutineers, who feel that the policy may be wrong; that we have drifted along on an unpromising course. How can they give loyal support? Under such circumstances one must come to a purging; the dissatisfied must go, or a new and stoutheartedly agreed policy chosen.

Now to the future. I feel that we started wrong and have expended our capital. Our policy has not attracted support. A new policy might succeed, but hard times are perhaps not the times to go out for financial support of a new policy. I think that we must possibly go into suspended life. I suggest approaching the A.A. They are edging into aviation, and might be a real rock of support. The Air Ministry might use them to give airworthy certificates; office rents and all overheads might be reduced; they are well organised to run soaring meets; and they can bring the attractions of soaring before a million or more members. After all, gliding clubs require motor car support to transport planes and members, and auto-towing is at least one form of gliding.

* * *

If these suggestions are negatived, I can only suggest one further effort by the B.G.A. with a changed policy. I am personally confident that it is possible to approach the aircraft trade and get some subsidised support for gliding (even perhaps a small Government subsidy) if we have a policy that appeals to them. They have no faith in our present policy, I am sure. But if one can (to come back to my beginnings) go to them and say "we are going to start afresh to make the youngsters air-minded *via* gliding, and we are going to establish a scientific soaring establishment if we can get funds"—then I think that support can be obtained. I know that the Government subsidy was nearly obtained, but that economy stood in the way. I feel that subsidy can still be got if we have real and obvious trade support. We shall not get that support to our present policy of forcing the midway growth—we *might* get it for a policy which concentrated on importuning the public and high schools to have elementary gliding clubs (surely as little open to criticism as O.T.C.'s); which pressed again for junior gliding sections to flying schools (if a practical plan can be produced); and which definitely set up a research branch.

I have been terribly "long-handed" I fear in this letter,

CELLON DOPE

FOR

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but I have the matter much to heart. I feel I ought to go out and raise money, but that I feel rather disinclined to do so to bolster up the present system. I ought probably to resign—lukewarm efforts are worse than none—but I do not wish to do anything hasty which might damage the Movement.

I shall discuss all this with Semphill—and willingly with you, because I must often have misjudged the B.G.A. for lack of knowledge of all its past efforts.

Yours sincerely,

J. A. CHAMIER,
Air Commodore.

MR. GORDON ENGLAND'S REPLY.

May 27th, 1932.

My dear Chamier,

Many thanks for your very long, interesting and helpful letter of the 24th.

There is a great deal of what you say with which I find myself in complete sympathy, but my view at the moment is that things are not quite so hopeless as you imagine from the meeting you attended.

I appreciate from your point of view that you may have felt that the discussion on finance was introduced in a casual way, but as a matter of fact, nobody would feel this who had attended the meetings regularly, because finance is always the first thing discussed, and this position is nothing new.

It has been apparent for the last few months, and I have consistently drawn the Council's attention to it. I should welcome the opportunity of having a thoroughly good talk with you over this matter, and it would probably be wisest if we could get a meeting together of the President and all the Vice-Presidents to consider this whole question and policy.

The one and vital point in which I find myself in disagreement with you is that of our past policy having been wrong. My feeling is that the policy which we have endeavoured to follow, and still are endeavouring to follow, is the right one for this country, but I am quite willing to be convinced that it is a wrong one on proofs being produced of mistakes in our reasoning.

Please do not misunderstand me when I say that I feel from your letter that you have not got all the facts clearly established. However, I am sure that when we have examined the facts between us we shall not find any serious disagreement in principle.

As regards your impression that the Council is unbusinesslike, I quite agree, but if you will enquire of a keen observer like Sempill, I think he will tell you that they have become infinitely more businesslike than they were some years ago, and you will have little conception of what has been involved.

As regards dissention in the Council, this is a long story, into which I cannot go now.

I am having a chat with Sempill over the week-end, and will then try to arrange an early meeting at which we can all consider the best steps to take.

In conclusion, my most sincere thanks for the interest which you are taking. I think it is splendid of you.

Yours sincerely,

E. C. GORDON ENGLAND,
Chairman, British Gliding Association.

IMPORTANT NOTICE

CHANGE OF ADDRESS.

Please note that the address of the Editorial Offices of the "*Sailplane and Glider*" is now:

43, CHANCERY LANE, LONDON, W.C.2.

All communications for the Editor should be sent, in future, to this address. Attention to this will save time, trouble and delay.

The address of the BRITISH GLIDING ASSOCIATION is still 19, BERKELEY STREET, LONDON, W.1. Renewals of subscriptions should be sent to the Secretary at this address, and *not* to the Editor.

THE NATIONAL AVIATION DAY CAMPAIGN

Below we give details of the programme for Sir Alan Cobham's display during the latter part of September.

The display includes daily demonstrations of auto-towed and aeroplane-towed gliding, including passenger flights.

Mr. G. V. Peck, a representative of the British Gliding Association, will supply any information desired with regard to the Gliding Movement.

Clubs are advised to note the date on which the display will be given in their locality and to take full advantage of the campaign to stimulate local interest in their activities.

Sept. 10-11.—Edinburgh: Silverknowes, Davidsons Mains.
Sept. 12. —Lanark: Westbank Farm.
Sept. 13. —Alloa: The Old Aerodrome.
Sept. 14. —Stirling: Falleninch Farm, Dumbarton Road.
Sept. 15. —Anstruther: Rennyhill.
Sept. 16. —Haddington: Lennoxlove Acredales, Gifford Road.
Sept. 17-18.—Glasgow: Moorpark Aerodrome.
Sept. 19. —Falkirk: West Mains Farm, Grangemouth Road.
Sept. 20. —St. Andrew's: Balgove, Cupar Road.
Sept. 21. —Perth: Woodhead of Mailer.
Sept. 22. —Inverness: Seafield, Longman Road.
Sept. 23. —Fraserburgh: Mid Ardlaw, New Pitsligo Road.
Sept. 24. —Aberdeen: East Seaton.
Sept. 25-26.—Dundee: The Barns of Claverhouse, Forfar Road.
Sept. 27. —Montrose: Montrose Aerodrome.
Sept. 28. —Arbroath: Nether Kelly, Forfar-Dundee Road.
Sept. 29. —Forfar: Heatherstacks, Brechin Road.
Sept. 30. —Buckhaven: Methil, Kirkcaldy, Leven Road, near Buckhaven.

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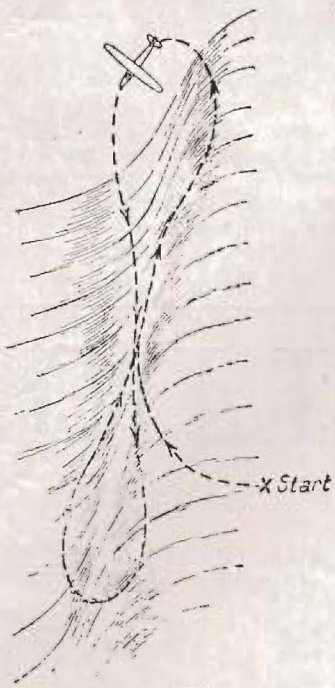


Fig. 154.
Sailplane's course in light wind

PART III.

PILOTAGE

CONTENTS: The Soaring Site. Piloting a Sailplane. Methods of Soaring and Sailing Flight. Aero-Towing and Auto-Towing. Flying Instruments.

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Part I.—DESIGN.

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1932 B.G.A. OPEN GLIDING AND SOARING COMPETITIONS.

ASKAM-IN-FURNESS,
AUGUST 27th to SEPTEMBER 4th, 1932.
By C. H. LATIMER NEEDHAM, Chief Flight Marshal.



F. Slingsby in the "British Falcon," flying towards Kirkly. *Photograph by Vernon Foster.*

The first morning of the Competitions opened with hardly a puff of wind and low cloud covered the hills. However, conditions slowly improved so that the various teams commenced assembling their machines.

In the afternoon the wind veered to the west and freshened, which was a sign for the commencement of general activities. At 2.55 p.m. Slingsby was launched in the BRITISH FALCON, of his own construction, and made a flight of 13 minutes to test the atmosphere.

Conditions then were very bumpy, but were gradually improving, and the warm sunshine gave the finishing touch to the pleasant site. The Furness gliding site is situated at Moorside, near Askam, to the north of Morecambe Bay. The best slope faces west over the Duddon Channel, reaching a height of 1,000 feet, and extends for some miles towards the north. There is a fairly good slope facing east, and a very short spur to the south, but nothing of use in a north wind. Altogether it should prove to be one of the best and most interesting sites in the country.

Slingsby's flight was followed by Humphries, Dewsbury and Collins in the KASSEL 20, with flights of 37, 40 and 15 minutes' duration respectively, and another flight of 36 minutes by Slingsby.

The London Club PROFESSOR was then launched, piloted by Symmons, who appeared to be able to wander about for miles in all directions, and reached a height of 1,000 ft. above the start as measured by a barograph.

Further flights were made by Slater in the KASSEL and Slingsby in the FALCON. The two-seater sailplane which Maggersuppe used to fly for the Scarborough Club and now taken over by a group of the London Club, made a test flight, after which some passenger soaring flights were made.

A moderate E.N.E. wind was present on Sunday and very little flying was done.

The new SCUD II. arrived and made some short test flights. The aileron control, which is differential, was found to require some adjustment, and the rudder lacked sufficient power, probably due to the shielding effect of the exposed pilot's shoulders, and it was decided to have a larger rudder made before making further flights.

On Monday, August 29th, there was a fresh E.N.E. wind blowing, but conditions were bad and were accompanied with considerable drizzle so that no flying took place.

The following morning commenced with a light wind and some rain from the S.E., but as the conditions resembled those of Saturday, a repetition of events was hoped for. Nor were we disappointed, for the wind veered to South and later to W.S.W., and freshened whilst the clouds slowly lifted above the hills.

The "Daily Prize" competition was fixed for the first out-and-return flight to the Dunnerholme Rock which projects one and three-quarter miles out from the hills into the Duddon Channel. Slingsby was first away in the FALCON, but after flying for 25 minutes he landed without having reached the point. Slingsby was followed by McGlashan in the DAGNALL sailplane and Dewsbury in the KASSEL 20. After four minutes both were forced down below the hill and damaged their machines on landing.

The FALCON then took off once more, this time piloted by Buxton, who succeeded in reaching the objective with a splendid flight.

Hiscox in the HOLS DER TEUFEL made a long flight, after which Buxton again took off in the FALCON and reached a height of about 1,700 ft. Unfortunately, the barograph failed to function so that the altitude was not officially recorded.

On Wednesday, conditions appeared to be excellent, a moderate to fresh breeze blowing W.S.W. almost directly up the west face of the hill. However, the pilots found difficulty in remaining aloft, with the result that no outstanding performances were set up. This was probably due to the fact that very little wind pre-

vailed at the foot of the hill, with the consequent lack of up-currents.

The "Daily Prize" was announced early in the morning as being awarded for the longest duration flight of the day. This was competed for by Slingsby, Hiscox and Buxton, who made flights of 25, 32 and 28½ minutes respectively, Hiscox being the winner.

During the day the wind backed towards the S.W., which made soaring more difficult. Buxton took off on the PROFESSOR, but after six minutes was forced to land on the moorside face, and unfortunately damaged the fuselage so that the PROFESSOR was once again withdrawn for repairs.

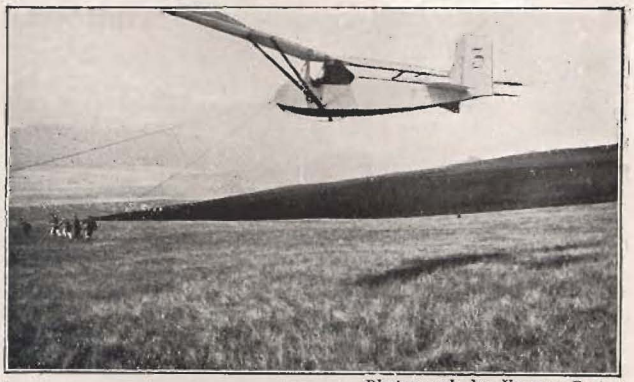
In the evening a party set off to make a preliminary survey of the Black Combe Hill with a view to making use of it as a site for future competitions. A report on the site will be given in the next issue of THE SAILPLANE.

A stiff S.W. wind prevailed throughout Thursday, accompanied by mist and clouds that completely enveloped the hills. Heavy rain continued for the whole day, which made flying quite impossible, and developed into a howling gale by the evening.

Friday was similar as regards weather, except that the wind fell considerably, and on Saturday the wind blew from the S.S.W. with gale intensity.

On Sunday, the last day of the meeting, there was a forecast of a good soaring wind. The speed was about 30 m.p.h. with gusts up to 40 m.p.h. Slingsby rigged the FALCON while Dent got busy with the two-seat KASSEL. The FALCON was the first to take off, and after heavy buffeting settled down to steady flying. Dent, with Buxton as first pilot, afterwards went up in the two-seater. After flying for two and a half hours Slingsby landed, and shortly afterwards Dent and Buxton also landed, having beaten Slingsby by 7½ minutes.

At 3 p.m. Buxton decided to have a shot at a distance flight on the FALCON. His objective was Coniston Water,



Photograph by Vernon Foster.

The first launch of the meeting—Slingsby on the "British Falcon."

some 15 miles away. After gaining height he set off northwards, and at 5.40 p.m. landed at Monk Park, 13¼ miles from his starting point.

While Buxton was engaged on his flight, Mr. Faller set out on a duration flight on his nacelled R.F.D. secondary. He put up an excellent performance of 37¾ minutes, but was forced to land prematurely because the wind dropped completely. Incidentally the R.F.D. secondary soared beautifully.

These flights, which made up to some extent for the unfavourable conditions prevailing during the greater part of the meeting, brought the Competitions to a close. Mrs. Pilling presented the prizes in the evening, and several speeches were made.

Below are given the record of performances, aggregate duration times and aggregate totals, daily prize winners and the prize list.

RECORD OF PERFORMANCES.

Date.	Pilot.	Machine.	Events.	Height.	Time launched	Time landed	Total time.	Remarks.
27.8.32	Slingsby	British Falcon	5.20 Ag.		14.55	15. 8	13 mins.	
,,	Humphries	Kassel 20	5.20 Ag.	(400′)	15.23	16.00	37 ,,	
,,	Slingsby	British Falcon	5.20 Ag.		16.10	16.46	36 ,,	
,,	Dewsbury	Kassel 20	5.20 Ag.		16.15	16.55	40 ,,	
,,	Collins	Kassel 20	5.20 Ag.	(850′)	17.07	17.22	15 ,,	
,,	Symons	Professor	5.20.22 Ag.	1,000′	18.10	19.43	1 hr. 33 ,,	
,,	Slater	Kassel 20	5.20 Ag.		18.20	18.35	15 ,,	
,,	Slingsby	British Falcon	5.20 Ag.		18.42	18.50	8 ,,	
28.8.32	Williams	Professor	5.14.20 Ag.		12.28½	(12.33)	(4½) ,,	Landing not observed.
,,	Falla	Dagling	4.19				1 min. 53 secs.	
,,	,,	,,	4.19				1 ,, 47 ,,	
30.8.22	Slingsby	British Falcon	5.20 Ag. D.P.		16.01	16.26½	25 ,, 30 ,,	
,,	McGlashan	Dagnall	5.20 Ag. D.P.		16.53	(17.09½)	(16 ,, 30 ,,)	Landing not observed.
,,	Buxton	British Falcon	5.20 Ag. D.P.		17.05½	17.41	35 ,, 30 ,,	Daily prize winner.
,,	Hiscox	Hols der Teufel	5.20 Ag. D.P.		17.21½	17.54	32 ,, 30 ,,	
,,	Bolton	,, ,, ,,	5.20 Ag. D.P.		18.17½	18.22	4 ,, 30 ,,	
,,	Buxton	British Falcon	5.20 Ag. D.P.	(1,700′)	18.20½	19.56	1 hr. 35 ,, 30 ,,	
,,	Bolton	Hols der Teufel	5.20 Ag.		18.38½	19.07	28 ,, 30 ,,	
,,	Hiscox	,, ,, ,,	5.20 Ag.		19.28	19.51	23 ,,	
31.8.22	Bolton	Hols der Teufel	5.20 Ag.		10.44	11.11½	27 ,, 30 ,,	
,,	Slingsby	British Falcon	5.20 Ag. D.P.		11.42	12.07	25 ,,	
,,	Hiscox	Hols der Teufel	5.20 Ag. D.P.		12.09	12.41	32 ,,	Winner of Daily prize.
,,	Buxton	British Falcon	5.20 Ag. D.P.		12.35	13.03½	28 ,, 30 ,,	
,,	,,	Professor	5.20 Ag. D.P.		15.10	15.16	6 ,,	
,,	Bolton	Hols der Teufel	5.20 Ag. D.P.		16.23½	16.26	2 ,, 30 ,,	
,,	Hiscox	,, ,, ,,	5.20 Ag. D.P.		17.18½	17.22	3 ,, 30 ,,	
,,	Bolton	,, ,, ,,	5.20 Ag. D.P.		17.59	—	35 ,,	
4 9/32	Slingsby	British Falcon	5.20 Ag.		10.29½	13.0	2 hrs. 30½ ,,	
	Dent	Two-Seater	5.21 Ag.		11.18½	13.56½	2 hrs. 38 ,,	
	Buxton	British Falcon			3.55	5.40	1 hr. 45 ,,	
	Faller	R.F.D. (Sec.)	18				37 ,, 45 secs.	13¼ miles.

AGGREGATE DURATION TIMES

Date.	"Falcon." H. M. S.	"R.F.D." H. M. S.	"Hols der Teufel." H. M. S.	"Professor." H. M. S.	"Kassel 20." H. M. S.	R.F.D. (Sec.) H. M. S.	"Kassel 2-Seater." H. M. S.
27/8/32	13 0	—	—	1 33 0	37 0	—	—
	36 0	—	—	—	40 0	—	—
	8 0	—	—	—	15 0	—	—
	—	—	—	—	15 0	—	—
28/8/32	—	—	—	4 30	—	—	—
30/8/32	25 30	(16 30)	32 30	—	—	—	—
	35 30	—	4 30	—	—	—	—
	1 35 30	—	28 30	—	—	—	—
	—	—	23 0	—	—	—	—
31/8/32	25 0	—	27 30	6 0	—	—	—
	28 30	—	32 0	—	—	—	—
	—	—	2 30	—	—	—	—
	—	—	3 30	—	—	—	—
	—	—	35	—	—	—	—
4/9/32	2 30 30	—	—	—	—	—	37 45	2 38 0
	1 45 0	—	—	—	—	—	—	—

TOTAL AGGREGATE DURATION

	Hrs.	Mins.	Secs.
British Falcon	6	57	30
Kassel 2-Seater	2	38	0
Hols der Teufel	2	24	30
Kassel 20	1	47	0
Professor	1	39	0
R.F.D. (Sec.)		37	45
R.F.D. Sailplane		16	30

DAILY PRIZE WINNERS.

Date.	*Contest.*	*Entrant.*	*Pilot.*	*Remarks.*
30/8/32 ...	First machine to fly to Dunnerholme Rock, 1¾ miles, and return to starting point.	Slingsby	Buxton	Landed 112 yds. from start point.
31/8/32 ...	Longest duration flight for day	Hiscox	Hiscox	Thirty-two minutes.

PRIZE LIST.

		H. M. S.	
Aggregate flying time for Club Machines	"Professor"	1 39 0	"Volk" Cup.
EVENT 5.			
Aggregate flying time open to any Machine ...	"Falcon"	6 57 0	"Dunlop" Cigarette Box.
Duration Contest open to any Machine	"KASSEL" two-seater	2 38 0	"Manio" Cup Schneider Watch to Pilot (Buxton)
Distance Contest open to any Machine	"Falcon"	13¼ miles	"Wakefield" Trophy, "Vacuum" Cigarette Box to Pilot (Buxton)
EVENT 19.			
Duration Contest open to "C" Pilots on Secondary Machines.	"R.F.D." (Sec.)	37¾ miles	Best quality "Waterman" Pen and Pencil Set.
EVENT 20.			
Duration Contest open to "C" Pilots on Sailplanes	,, "Falcon"	2 30 0	Ronson Razor
EVENT 22.			
Altitude Contest open to any Machine	"Professor"	1,000 feet	Book on Sailplanes
DAILY PRIZES.		H. M. S.	
Aug. 30th—Flight to Dunnerholme Rock and return	"Falcon"	—	Best quality "Waterman" Pen and Pencil Set.
Aug. 31st—Longest duration flight	"Hols der Teufel"	32 0	Best quality "Waterman" Pen and Pencil Set.

SECIAL AWARDS.

Schneider Watch to "Falcon" for consistent performance. "Kronfeld's Book" to Buxton for his flight of August 30th.

A LONDON GLIDING CLUB PILOT'S FIRST IMPRESSIONS OF THE FURNESS SITE

Saturday, August 27th.

Our dizziest hopes of this site have been immediately fulfilled. The conditions of this first day of the meeting, from a pilot's point of view, could only be expressed properly in an epic poem, with which we are definitely unable to cope.

The lift extended about a mile up-wind, and was as steady as a rock. It was therefore possible to describe complete circles with impunity. The length of the beat was at least three miles, and it is possible that a private owner, who had no brother shareholders to consider, could have managed a beat of at least six miles without excessive risk of a forced landing on an obscure moor.

The KASSEL 20, in good hands, reached a height of 850 feet above the launching-point, two other pilots exceeding 400 feet. The method of gaining height was extremely interesting to anybody who has been brought up on a *concave* soaring site. Here the hill is hugely *convex*. Initial gain of height could only be obtained immediately above the foot-hills, which are abrupt. Then the optimum course gradually receded, with growing height, towards the top of the moor.

The first pilots to soar on the opening day were taken by surprise by this phenomenon. They at first kept too far back over the moor, and the aneroid, in spite of quite unnecessary tappings, refused to move up from zero. The air-speed being correct and the machine obviously in good order, the only alternative was to push out over the plain and chance a forced landing thereon. The resulting benefit was immediate, and very interesting.

Again relying on the aneroid, a further mild feat of exploration could be undertaken, by trying the lift over promontories in the foot-hills, as opposed to cups, bowls or basins. The promontories won every time.

Another experiment was the testing of the distance up-wind to which the lift extended. If one left the hill at about 300 feet above the launching-point, and advanced until the aneroid was only showing 200 feet, one could be perfectly certain of regaining one's height on returning to the hill, thus avoiding that disastrous thing, a landing in the plain which would prevent other pilots from using the machine for some hours.

As luck would have it, the face of the hill, immediately in front of the launching field, was extra steep and the lift over it enormous. This was a mixed blessing. On the one hand it helped launching and enabled the spectators to see the machine soaring at close quarters. But, against this, landing in the field was rendered none too easy, especially since the ground sloped all ways and was backed and flanked by stone walls. Having worked off some height in the distance, one was heaved up again at the last moment, and a headlong dive, cross-wind, only resulted in a sharp left turn into wind, a touch on the grass, and more soaring, willy-nilly; unless, of course, the pilot was one of those nimble-witted people who can side-slip to order, in the midst of a dozen other distractions. An alternative method was to dive in down-wind and run up a steep little valley; but this, again, is none too easy for a simple soul, especially when faced by a stone wall.

Yet another alternative was to stay up for a couple of hours and wait for the wind to drop, regardless of the feelings of brother-pilots. Another, more drastic, was to take off after the wind had dropped, and to land in the plain.

Optimists, watching the machines, talked of cloud-lift, but I doubt it. The wind, averaging about 20—25 m.p.h., obviously came in off the sea in occasional aerial billows, gently heaving the machines up and down in slow time. Also, the configuration of the hill is fairly irregular, and the lift is affected accordingly, varying from large upheavals to a nasty little cliff-top burble along the front of the launching field. So it is preferable to say as little as possible on the point of cloud-lift until somebody has definitely hitched himself on to a cloud and departed from the neighbourhood.

As a sailplane site, this place is marvellous, and I should like to be shown any other that can be more amusing. It faces west, and the wind comes in over an estuary. The top of the moor is 1,000 feet up. What could be nicer?

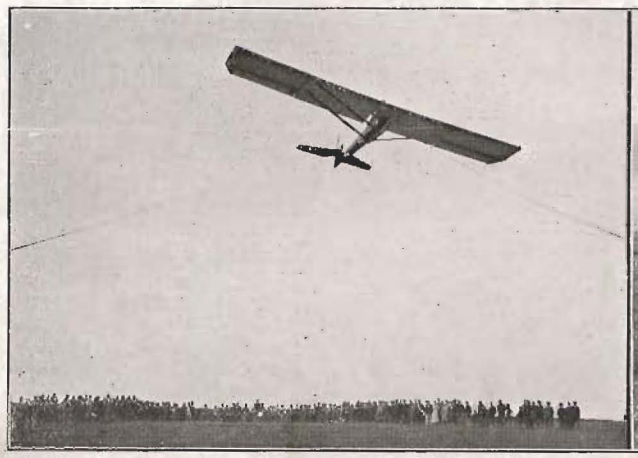
The east slopes look quite good for soaring, although, of course, vastly inferior to the western face. S. H.

CLOUD FLYING AT ST. CYR.

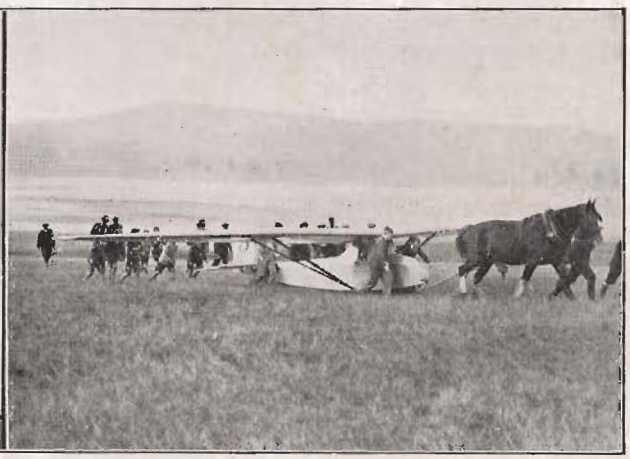
We learn from *Les Ailes* that M. Georges Abrial carried out a successful cloud flight on August 24th in a KASSEL 25.

M. Abrial was aero-towed by Capt. Rémy in a CAUDRON 60 in 13 minutes to a height of 1,020 metres (3,345 ft.), at which height he was released. He then carried out a soaring flight under a large cumulus cloud, reaching a height of 1,230 metres (4,035 ft.) in 6 minutes, or 210 metres (690 ft.) above the point of release.

On descending to a height of 150 metres (—— ft.) on the return flight, a thermal current was encountered over St. Cyr, and M. Abrial soared for several minutes in this current without loss of height. The total time in the air after release from the towing aircraft was 23 minutes. During 8 minutes Abrial was above the height at which he was released.



Left: Launching the "Kassel 20" at the Furness Meeting.

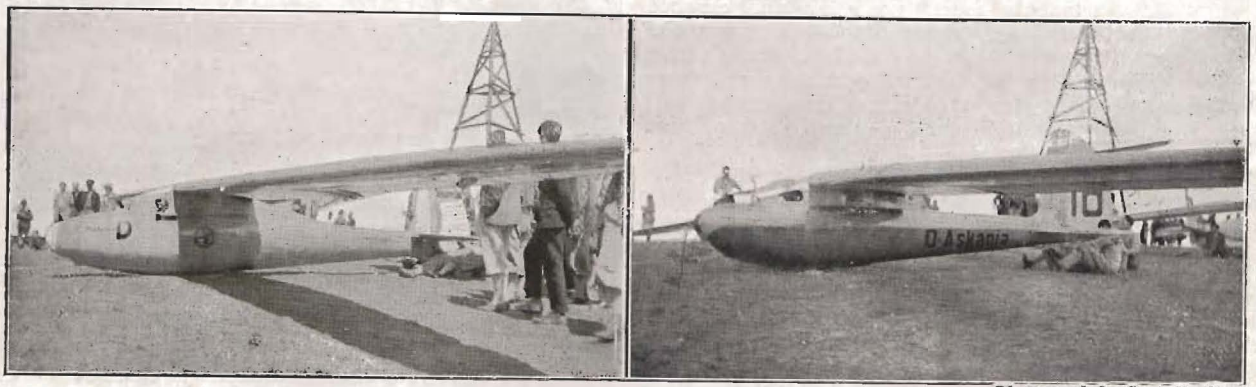


Right: Retrieving a machine.

THE 1932 RHÖN COMPETITIONS

By DR. A. E. SLATER.

(Continued from p. 161, No. 14, Vol. III.)



Photograph by Capt. Needham.

Left: The "Askaria. Right Wolf Hirth in the "Musterle."

THE SECOND WEEK.

On Monday the 25th the south slope was in use all day. Traffic was continuous, and the Rule of the Road could be seen in full working action.

The slope is barely a mile long, and the authorities allowed not more than six machines up at a time. Whenever one landed, or went away elsewhere, another was launched to take its place. Strangely enough, the spectacle bore little resemblance to a street full of traffic, for, although the rule is "Keep to the right and overtake on the left," it only applies (according to the booklet "Rhön-Zauber") when there is less than 10 metres' difference in height between the machines concerned. In actual practice, more often that not, there was this difference between them, owing to diversity of types and of piloting skill.

But there is one snag: at the left-hand end of the slope those who are about to make their turn into wind have to cross the path of those just coming out of the turn. The keep-to-the-right rule in this case, according to the same authority, can be ignored unless two approaching planes are likely to pass within one wing-span of each other. But obviously there must be times when this criterion is in doubt, and one such case occurred a few days later, when two high-performance machines met high above the eastern end of the south slope, and each turned sharply down wind to avoid the other; one was unable to get back again before having to land. Another time two machines creeping along the foot of the slope unexpectedly found themselves face to face, and the one who had the hill on his right had to do a quick left-about turn to save himself. It was, of course, the other fellow's fault for not drawing away from the hill to give him room to pass.

A New Duration Record.

A new duration record for the Rhön was set up on this day by Peters in the AACHEN. He kept up for 10 hours 50 minutes, and must have done several hundred laps in the course of the day, all in the crowded thoroughfare. Two events occurred to relieve the monotony for him; somebody in charge of a Darmstadt machine kept repeatedly stalling it, right in the busy fairway, and had to be "shot down" by a red Véry light sent up in front of his nose; the procedure was repeated four times before he took any notice of it.

Later, the LUFTIKUS was stalled at a low altitude (not by Herr Bedau) and spun into the ground. The pilot got off with a broken forearm and nose.

Another stout effort on this day was a duration of 8 hours 13 minutes by Dittmar on his new CONDOR; it was an almost continuous light for height, for he rarely got much above the level of the hill-top. It did not appear to keep its height well on the turns; is this because a dihedral angle makes for inefficiency when turns are made with less than proper bank?

Anyhow, the CONDOR performed much better over the West slope, where it didn't need to turn so much, and once, when it merely hovered, it got well up above everything else in the sky.

Effect of Slope on Performance.

This second week showed how much the relative performance of different types depends upon the kind of slope over which they soar. On the short and low South slope the light-wind soarers usually come off best; the faster high-performance sailplanes can barely keep their height in moderate winds. But in a really strong breeze the latter can soar up several hundred feet above the top and leave the rest nowhere.

The West Slope is a very different affair. It goes steeply down, though irregularly, for 1,000 feet and more; in a west wind the machines have something like a cubic mile of air to sport about in. It is here that the experts usually pick up the thermal currents that take them into the clouds, and their less skilled imitators seek to do likewise. In fact, one of the most striking features of present-day soaring in this area is the ceaseless movement of the planes in search of patches of extra lift. It is fascinating to watch; whereas four years ago, when I first attended a Rhön meeting, the machines merely appeared to be hovering motionless at various points in the sky, and one soon got bored with the sight.

The GRUNAN BABIES had been disappointing on the South slope, but here on the West slope they kept their height as well as any average high-performance sailplane, and the way they climbed in the odd patches of thermal lift was astonishing; one felt that they only needed more expert pilotage to have got away across country.

For all-round usefulness the lightly-loaded AACHEN types (M.I., M.I.a, M.S.II.) seemed to come off best. Light winds, strong winds, south slope, west slope, there was always an AACHEN to be seen giving a good account of itself.

On Tuesday the 26th, when a short spell of rain at mid-day had cleared off, soaring began over the West slope.

The SCHLESIEN IN NOT went away under a small cumulus, but soon gave it up and just managed to get back and land on the Kuppe. At the time it landed, the cloud still had a flat base and was certainly not disintegrating; evidently the SCHLESIEN had not been close enough under it.

A Cloud Flight by Hirth.

Wolf Hirth took off as some heavy masses of cloud rolled up from the S.W. He at once went off up-wind and proceeded to explore the air close under them, doing a few tentative circles here and there, but remained unsatisfied, and allowed the biggest and darkest mass of all to pass by to the east of us unused. Some minutes later, when there was nothing particularly dense overhead, he suddenly started going round in circles (taking

35 to 40 seconds over each) and continued to do so until, in less than ten minutes, he vanished into the side of a small rounded mass which had formed to windward of a larger cumulus in the background.

While Hirth was going up and away to leeward, a GRUNAN BABY suddenly found good lift and climbed rapidly to an astonishing height. Evidently a series of thermal currents was passing by, one behind the other; this was confirmed by the fact that, before long, more cumulus appeared to windward of the cloud into which Hirth had disappeared; in fact, a short "street" was formed.

Hirth subsequently reached Crauschwitz, 87 miles miles away; Knevels in a KASSEL 25 being next with 34 miles, while two others did 29 miles.

A "Professor" Crashes.

In the evening a PROFESSOR belonging to the Württemberg group got into a spin and was to be seen revolving slowly with its nose well down till it vanished behind a slope. The pilot was lucky to hit a wood (though only 10 yards from open ground), and was uninjured except for a scratch or two. Nor was the PROFESSOR much hurt except that its nose got knocked off; one wing-tip was in the ground and the other in the tree-tops. Curiously enough, an enormous model glider was found in the same attitude in a nearby tree; it had probably been there since the last Annual Model Rally at Whitsuntide.

The PROFESSOR must have spun down 600 or 700 feet (confirmed by map), yet it was obvious that the pilot was making no attempt to stop it. No doubt he was just pulling desperately on the stick and wondering why the nose wouldn't come up.

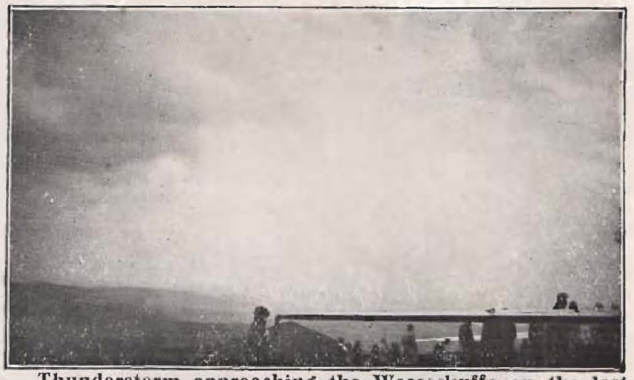
More Distance Flights.

On Wednesday the 27th the only flying was in the morning, over the South slope. The cloud base was low, and Mayer in tht POMMERNLAND made cloud contact and got away on a flight of 44 miles to Trügleben. During this flight he climbed to 1,840 metres (6,037 ft.) above the starting point. But he beat this record on the following day during a distance flight by climbing about 2,200 metres, i.e., to over 10,000 feet above sea level; the machine is stated to have been "totally iced."

Flights made on Thursday, July 28th, were dedicated to the memory of Groenhoff, it being the day of his burial. On this day also, away at the Dörnberg near Cassel, the German duration record was raised to 16 hours 13 minutes by Oberlt. Hentschel, who started his flight at 4.21 a.m.

At the Wasserkuppe a "Günter Groenhoff Memorial" prize was offered for distance flights, and a splendid show was put up, no less than 17 machines going off across country. Although no distance record was broken, the total of the distances flown amounted to about 500 miles, itself a record. This is a healthy sign, as it means that, although the long-distance experts have made no further progress, the day has at least been brought nearer when the rank and file of the Movement will share with them the joys of cross-country soaring.

Cumulus was of small to moderate size, with a tendency to form in lines. Kronfeld made the first getaway. After a short time in the air he went, without circling at all, straight down wind towards a cloud-street that was rapidly receding; later he could be seen, almost invisibly far off, happily popping in and out of one of the clouds; the group was losing its street-like form, but still looked very active. His distance of 39 miles was, however, beaten by both Hirth and Mayer.



Thunderstorm approaching the Wasserkuffe on the last day of the Competition.

Meanwhile Riedel had started in the RHONALDER. He was soon circling at 38, then 48, seconds per circle, but I did not follow his departure.

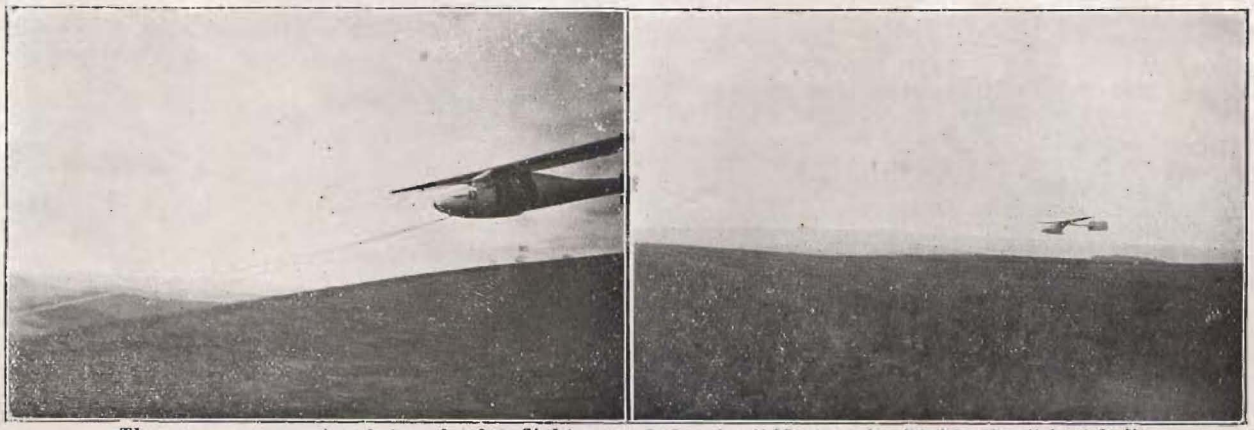
Another Flight by Hirth.

After some time it was Hirth's turn, and there then occurred what, from the point of view of piloting skill, was quite the most spectacular sight of the meeting.

Several machines were up at the time, mostly in Hirth's neighbourhood, and all, or nearly all, at a greater height than himself. Suddenly the MUSTERLE started going round in extraordinarily tight circles of only about 25 seconds each. In spite of considerable "bank" (Hirth always banks his MUSTERLE like an aeroplane) he rose rapidly past his neighbours, *not one of whom attempted to follow him.* One would have expected a concerted rush to the spot, especially as there was a cloud overhead, but apparently the time has not yet come when we shall see the human counterpart of dozens of gulls circling together in the same thermal did, however, have a try at CONDOR current. The Hirth's cloud, but wandered about under it in an aimless sort of way and had finally to give it up and make a hurried return to the Kuppe, Hirth meanwhile having gone right into the cloud.

It is noteworthy that Hirth, having found his rising column, made no attempt to explore its boundaries, but stuck to his circling until he had got up to cloud level; not till then did he allow himself to cruise about once more and examine the surrounding air.

Later, a KASSEL 25 got away by crossing the Wasserkuppe to reach a single large cumulus just to the lee of the South slope; arrived under it, the machine immediately began circling. It proved a good cloud, for the pilot, Wallischeck, flew 17 miles.



The commencements of two fateful flights. Left: the "Musterle." Right: the "Austria."

Hirth's distance on this day was 99 miles to Silbitz, the longest flight of this year's meeting. Mayer came next, reaching Apolda, 78 miles away.

Other distances were: Peters in the AACHEN and Rhön in the WURTTEMBURG, 29 miles each; Riedel in RHONALDER and Dittmar in CONDOR, 28 miles. Lopatniuk (of Poland) went 11 miles in the LWOW.

On Friday the only achievement of note was the winning of the Milseburg prize by Hakenjos in the LORE. The flight to the Milesburg and back is a pretty exercise in pure hill-to-hill soaring; a prize for it is offered annually in memory of Nehring, who was the first to do it many years ago.

Kronfeld's Skilful Flying.

On the final Saturday morning I witnessed a most skilful getaway by Kronfeld, who went 34 miles and was the only one to make cloud contact that day.

There were small, scrappy clouds dotted about; they had little thickness and their sides and tops were ragged, with only a suggestion of roundness, but they tended to form over high ground and to be arranged in line ahead.

A string of four approached the Wasserkuppe summit from the S.W. as Kronfeld took off. He did two circles, of diameter about half that of the cloud, under the first one, gaining height visibly; then several turns under the second, not leaving it till after it had passed the mountain-top. The third cloud had lost its youth and failed to provide lift until he had reached its windward edge, under which he circled once (why the windward edge? Watch cumulus clouds and you will know). All circles were performed in about 40 seconds with very little "bank." After the fourth cloud the overhead sky was clear for a time, but before long both the WIEN and the CONDOR (below it) began circling where there was no cloud above them at all. Then, as the CONDOR gave it up, KRONFELD suddenly turned and flew straight down wind to a mass of cloud which had formed some distance away. This was a bold stroke, as by doing so he burnt his boats. If those clouds had failed to produce lift, he could not have got back to the Wasserkuppe, nor were there any other hill-soaring areas within reach which could have lifted him back to cloud level.

The north-easterly sky by now had become populated with thicker and more cumulus-like clouds, but fresh cloud-formation was dying out, and finally stopped altogether.

Wolf Hirth, who took off later, did a few tight circles (of 21 seconds apiece) here and there, but then lost height, and in landing damaged his MUSTERLE for the first time in its more than four-year-old career (unlucky 13 again!).

Meanwhile the OZITE, of improved ALEXANDER type, was giving us a foretaste of next day's duration record, floating happily above its rivals, as well it might, having a pilot of only 8½ stone aboard.

In the evening a PROFESSOR landed while performing a flat turn at ground level, and off came the tail end of the fuselage. The dismantling team adopted a procedure which might well be copied by other clubs. One of their number went round among the gaping crowd asking for sixpenny contributions towards repairing the machine, and giving a nicely decorated receipt in return.

In Frankfurt, on Sunday, I ran into the thunderstorm which a few hours later reached the Wasserkuppe (see Editorial in No. 14 issue). It had not the regular appearance of a "front," and many of the cloud masses in its advancing parts showed down-draughts, indicated by the collections of small downward bulges on their undersides, known as "mammato-cumulus."

Praise for the Press.

Finally, a word of praise is due to the German daily papers for their extraordinarily good and informative accounts of the meeting. They had evidently appointed as their correspondents people on the spot who knew all about it from the inside, instead of letting loose a horde of professional journalists of the sort to whom every pilot is a daredevil and every glider a death-trap.

THE "SAILPLANE" FUND

This fund has been established to provide financial assistance for the British Gliding Movement at the present juncture, not only to enable it to continue its activities, but, also, if the fund reaches a sufficiently large sum, to endow the Movement so that its future is assured. We reproduce below the President's appeal which, we are sure, will not fall on barren ground.

THE PRESIDENT'S APPEAL.

I appeal to all who have the interests of the Gliding Movement at heart to come forward at this time and support the Fund for the British Gliding Association.

The Association has been in existence for two and a half years. During this period it has demonstrated its value to the Movement, particularly in securing for the various clubs throughout the country the assistance which they require to enable them to carry out their activities in safety and without unnecessary restrictions and irksome regulations.

Funds are needed urgently for three paramount reasons:

1. **To enable the Association to carry on its work for the Movement as a whole.**
2. **The establishment of a central technical, scientific research centre and instructional school.**
3. **Ability to provide loans to clubs so that they may start with the essential equipment.**

Any subscription, for whatever sum, will be gratefully received, for I know that those who give at all will be giving generously.

I hope that all subscribers to "The Sailplane" will bring this appeal to the notice of their friends, whether the latter are members of the Association or not.

F. C. SHELMERDINE, President,

British Gliding Association.

Donations acknowledged to date, including Lord Wakefield's generous gift of £250, amount to £318 7s. 9d. The following additional donations are gratefully acknowledged:

	£	s.	d.
Dorset Gliding Club	0	5	6
Kilmarnock Gliding Club	1	10	0
F. Edmondson	0	10	6
North Kent Gliding Club...	1	0	0

PATENTS.

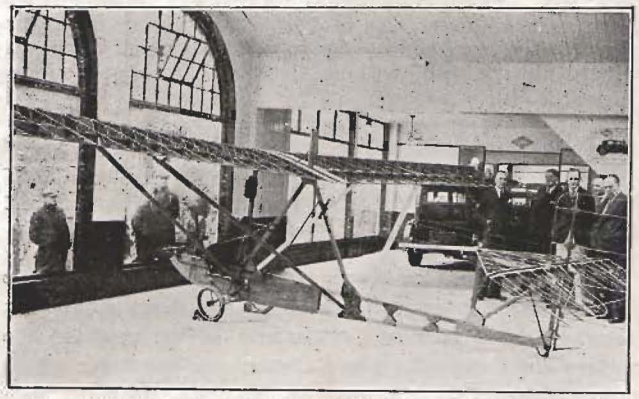
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TUITION.

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NEWS FROM THE CLUBS



The "Radlock" Trainer, designed by Messrs. J. E. Raddings and W. E. Locke, of Blackburn Aeroplane and Motor Co., Ltd., and constructed by the Hull Experimental Gliding Club.

DORSET GLIDING CLUB.

Over the Bank Holiday, with a cable now 800 ft. long, all the Club members, on the BAC IV., had excellent flights to their credit: F. W. Rees with flights of 54 secs., 45 secs. and 1 min. 16 secs. secured his "A" and made two qualifying flights for the "B"; L. Griffiths, R. Allen and F. Worrad also made their qualifying flights for their "B." Manuel in his CRESTED WREN gave a really superb exhibition of soaring above the hangars, the roofs of which gave a definite "lift." Allen then gave the spectators a thrilling show of cross-country flying, reaching a considerable height above the 'drome; he failed to execute his instructor's orders and, to the horror of everyone, sailed merrily out of sight; he landed about 1½ miles away amongst some cows, all of which he miraculously avoided and made a safe landing

THE CHANNEL GLIDING CLUB.

Saturday, August 20th, was spent at Maiden Newton. The weather was thundery with little or no wind. Two flips were made from the top, after which beginners were given ground-hops.

Saturday, August 21st, was a splendid day from the gliding man's point of view: overcast and stormy-looking with a good fresh wind of about 12 m.p.h. from S.S.W. This was the sort of day we had been waiting for to put in some worthwhile gliding at White Horse Hill Owing, however, to holidays and other causes, the attendance this day was very poor, and as we were not strong enough to operate away, the day was accordingly spent, quite profitably, at Maiden Newton. DAGLING was got into the air repeatedly, but could not be persuaded to stay there for much longer than one minute at a time. However, this gave W. H. Davis ample opportunity to qualify for his "B," which he did in good style. If he continues as he is going, his "C" is not far ahead.

PROPOSED INTER-CLUB MEETING IN SOUTH-WEST.

Owing to the excessive distance, it was impossible for this Club to participate in the B.G.A. Gliding Contest at Barrow-in-Furness. Doubtless other clubs in the South were similarly situated. We feel, however, that an Inter-Club Meeting could easily be arranged in the South-West, and that such a meeting would do much to stimulate interest in the sport in this part of the country. If any clubs who feel any interest in the proposal will kindly write to us giving their views on the matter it would not take long to fix up something definite.

The address of Dorset Gliding Club's Hon. Secretary is: Mr. A. J. Solomon, Beam Station, Dorchester, Dorset.

OFFICIAL NOTICES

DIARY OF FORTHCOMING EVENTS.

Monday, September 19, 1932, at 6.30 p.m., in the Library of the Royal Aeronautical Society, Albemarle Street, W.1—Council Meeting, British Gliding Association.

Extracts from Minutes of Meeting of the Contest Committee, held on Wednesday, August 24th, 1932, at 19, Berkeley Street.

Resignations.—The resignations of Messrs. Paling, Ashwell-Cooke and Petre were accepted with regret.

Chairman.—Mr. F. Pilling was elected Chairman of the Contest Committee.

New Members.—Mr. D. E. Culver and Mr. Little were appointed members of the Committee.

Donation.—Mr. Pilling reported that Commander Craig had made a donation of £20 to the Competition Fund. This donation was most gratefully accepted.

MORE ABOUT THE DORNBERG.

In Vol. III., No. 10 of THE SAILPLANE we published a short account of the activities of the training school at the Dornberg, written by Herr Hans Stech. We have just received further details of the school from an English glider pilot who is at present taking a course on the Dornberg with the *flugschule* of the Niederhessischer Verein, and as his information amplifies the previous article in certain important particulars we thought it as well to give the readers of THE SAILPLANE the benefit of his experience.

The school has two Grunau ANFANGER machines (E.S.G.), a Grunau sailplane (R.S.G.), an ELIDA high-performance sailplane (which was, however, broken in the last Rhön competitions, and has not yet been repaired) and another machine designed by Max Kegel in 1926, which Oberleutnant Henschell used a month ago when breaking the German endurance record (16½ hours) and which, despite its age, still flies extraordinarily well. In addition to these, there is a PRÜFLING which is used as a standby, another Grunau sailplane which has just been completed, and a two-seat KEGEL. The school is equipped, thus, for advanced as well as elementary training.

The site from a schooling point of view is considered better than the Wasserkuppe, not only because it has slopes in more directions suitable for training purposes, but also on account of its relative freedom from fog and better surface conditions. It is also much more accessible than the Wasserkuppe, being only about 8 miles from Kassel with reasonably good approach roads.

The "C" flying slope is both high and steep, which makes the retrieving of machines a difficult matter. Mechanical retrieving is not so advanced in Germany as in this country; nevertheless, it is interesting to note that the police school has a permanent winch at the foot to haul machines up the slope and the Berlin University Akaflieg Verein has an old car at the top with the back wheels jacked up and a winch attached to it.

Thus, while the equipment of the Dornberg school may not quite reach the level of the Wasserkuppe or Grunau, it will be seen that there is much to recommend it. There is scarcely a wind that cannot be used for gliding. "A's" and "B's" can be flown every day; "C's" are possible four days out of five. Owing to the height of the "C" flying slope and its short effective length, "C" certificates are relatively difficult to obtain and are, therefore, all the more valuable when acquired. The atmosphere of the school is very happy and cheerful. Last, but not least, the fees for the course are very low—50 R.M. for two weeks.

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TIME and TIES



There are few conferences at which we are not represented. We may be uncertain as to whether a customer is famous for his knowledge of economics or his elocution, but we always know how he feels about ties.

The other day we had an urgent order from a customer about to travel to Switzerland to speak at an important conference. It appeared that he liked to wear a special sort of tie when making his pronouncements, and by some dreadful mischance he had on this occasion mislaid his entire stock.

His ideal tie had to be made to special design from a certain material and had to be delivered at his hotel the following morning. Even in our vast stock of ties we had nothing that struck the exact note, so we promised to search London and to deliver the tie before twelve next day if we were successful.

It was a most exciting race against time, and unfortunately time won. Our messenger arrived at the hotel with the tie but very little breath, ten minutes after our customer had gone.

By this time, however, we were quite worried about our customer's speech, and we began to make rapid inquiries for the address of the hotel in Switzerland to which he was going. We knew that he was travelling by boat and train, so we realised that his tie could catch an air liner and reach Switzerland before him. It did—and the speech was a great success.



We would not like to assert that if all delegates to all future conferences wore Austin Reed ties the results would be Utopian, but in view of this little experience we feel that it might be worth trying. Anyway, we present the idea to the nation.

AUSTIN REED of REGENT STREET

Menseye Views of GREAT BRITAIN



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3. *Royal Windsor and the Castle.*
4. *Hub of the World—Trafalgar Square.*
5. *The heart of London City—St. Paul's Cathedral.*
6. *Edinburgh Castle, Garden and Princes Street.*
7. *The Bay at Weymouth.*