# THE SAILPLANE & GLIDER

OCTOBER
1934

Vol. 5 No. 10

PUBLISHED
MONTHLY

*Editorial Offices:*
13, VICTORIA STREET, S.W.1

OFFICIAL ORGAN *of* THE BRITISH GLIDING ASSOCIATION

*Editor:* ALAN E. SLATER





*Photo by "Daily Express"*

The Abbott-Baynes "Scud II" at Sutton Bank, where it put up a new height record.


CELLON DOPE

*for* SAILPLANES AND GLIDERS

Cellon Ltd., Upper Ham Road, Kingston-on-Thames

Phone No.: KINGSTON 6061 Telegrams: "AJAWB, PHONE, KINGSTON-ON-THAMES"


WAKEFIELD
Castrol
THE PRODUCT OF AN
ALL-BRITISH FIRM
THE WORLD'S FASTEST OIL

# THE SAILPLANE *and* GLIDER

*Official Organ of The British Gliding Association*

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

Vol. 5 No. 10 OCTOBER, 1934 Published Monthly

## The Future

THE nine days' meeting at Sutton Bank last month has shown to all what was already known to those in touch with things, namely, that there has been a tremendous advance in the soaring skill of our pilots, an all-round "improvement in the breed" of sailplanes now in use, and a greatly increased interest within the movement in what is still known as "advanced" soaring but should ultimately be looked upon as just ordinary flying.

Further progress is now inevitable, but could be greatly enhanced by a wise administration of the subsidy offered by the Government. We turn reluctantly again to this matter, but it must be admitted that the receipt of any portion of this subsidy by the movement seems as far off as ever. Why? The reasons for the delay were set out in our editorial remarks last month. They are, briefly, that the Air Ministry wishes the allocation of the money to be in the hands of a fully representative body organised on the lines of the General Council of Light Aeroplane Clubs, but that the efforts of the B.G.A. to become such a body have been hitherto frustrated by a dissentient minority. Though this minority apparently objects to the formation of such a representative body, it has notably failed to state its reasons for so doing.

Many of our readers will have received a memorandum recently sent out over the signatures of seven members of the B.G.A., all of them members of the group referred to, a faction which at numerous and largely attended recent meetings has proved itself in a minority, but, as we have stated, a sufficiently large minority to hold up the entire gliding movement over the subsidy question for now nearly five months.

With these facts before them, readers should be in a better position to consider this document. Its promoters "state frankly" (*sic*) "that certain disagreement with the policy of the B.G.A. exists among a small group," and later on talk scornfully of "a mere handful" of dissenters; yet by a "small group" and "mere handful" they actually do not mean themselves! To crown all, they ask the gliding community "to show a united front and to stand squarely behind the British Gliding Association . . ." We happen to know that many people signed this document under the false impression that that is what they were doing by signing it; in fact, that the document was actually produced by the B.G.A. and sent out officially by that body. The Press also, in various parts of the country, appear to have been informed that the scheme propounded therein has been "got out" by the B.G.A.

We now learn that the memorandum has been sent to the Air Ministry as representing the views of an important body of experts, and as proof that so many people "stand squarely behind" the minority who produced it! Some of the signers who have since learnt the truth of the matter have signified their intention of withdrawing their support. It is of the utmost importance to state that the overwhelming body of informed opinion *of proved capability* have refused to have anything to do with it. The London Club, the Yorkshire Club and the Ulster Club do about 98% of the soaring in this country. All these, and more, denounce the scheme and many of the so-called facts in the memorandum. Finally, the last Council Meeting of the B.G.A. also failed to approve it.

We fear that, by now, the Powers That Be must wish heartily they had left the whole gliding movement stewing in its own juice.

---

## New British Records

THE Duration Record was raised to 12 hours 21 minutes on September 8th by J. Laver of the Dorset Club, flying the DORSLING at Sutton Bank. This is the biggest jump the record has yet made. The previous record, 8 hours 8 minutes, was set up on May 14th this year by E. L. Mole, flying the FALCON I. at Dunstable. Before that the record had been Mr. Laver's, he having stayed up for 7 hours 22 minutes on the day after last year's Sutton Bank meeting.

The Height Record has been substantially raised by G. M. Buxton, the barograph tracing of whose flight in the storm front on September 4th, from Sutton Bank to Middlesbrough, showed him to have risen 7,970 feet above the starting point. This is now awaiting official "homologation," but it may be remarked that the world's height record for sailplanes stood at only 8,494 feet at the beginning of this year.

The previous official height record, set up by P. A. Wills on August 5th during a flight from Sutton Bank to Kirby Moorside, has now been checked at the N.P.L. and is given as 4,514 feet. This is less than the 5,100 feet shown by his altimeter at the time, but more than the 3,800 feet at which another pilot had found the cloud base.

# News from the Manufacturers

ABBOTT-BAYNES Sailplanes, Farnham, Surrey, is the firm to which enquiries concerning SCUD sailplanes, etc., should now be addressed, instead of to Messrs. E. D. Abbott, Ltd., who previously produced the SCUD, and of whom the new firm is a branch. A scheme for reducing transport costs between the firm's works and the London Gliding Club is now in force, whereby Mr. L. E. Baynes will tow a special collection trailer to Dunstable at week-ends for delivering or collecting machines in need of repair or reconditioning. No charge for collection or delivery will be made on "jobs" transported by this week-end trailer. (While wishing the firm well, we trust Mr. Baynes has over-estimated the amount of crashery that goes on at the club.)

Both the present height record and the one which it superseded were set up in the SCUD II., jointly owned by Mr. Wills and Mr. Buxton.

Mr. F. Slingsby, of Queen Street, Scarborough, has now taken over a large building at Kirby Moorside. This, together with an increased staff, has greatly extended his facilities for the manufacture and repair of sailplanes and gliders. Interesting machines nearing completion at the works are the high-performance HJORDIS, for Mr. Buxton, and the two-seater FALCON, for Mr. Hardwick.

The present address of Mr. W. F. Manuel, designer and constructor of WREN sailplanes, is: 6, Downs Road, Park Road Estate, Didcot, Berks. We understand he intends to build another WREN for completion about the early summer next year.

W. Exner, of 14, Cockspur Street, London, S.W.1 (also of the London Gliding Club), has been appointed agent for Great Britain and the Colonies by the firm of Flugzeugbau Schneider, Grunau, Riesengebirge, Germany. This is the firm which manufactures the world-famed GRUNAU BABY II. Other products are the GRUNAU primary glider, the GRUNAU 8 two-seater, and the COMMODORE high-performance sailplane.

Robert Bley, Flugzeugbau, Naumburg (Saale), Germany, is desirous of introducing the CONDOR sailplane into England, and is looking for an agent to represent his firm in Great Britain and Colonies. He sells the CONDOR in Germany for RM. 2,500, "carried out in luxury style, all with diagonal plywood," and passed by an inspector appointed by the German Technical Institute for Soaring Flight. This type holds the world's height record, and with it flights of over 250 kms. distance have recently been carried out in Central Germany.

The firm of Trommer-Michael, Flugzeugbau, Markranstädt bei Leipzig, Germany, have sent particulars of the RHÖNADLER 32 and RHÖNBUSSARD. The firm specialises in the manufacture of these two types, both of which are well known to our readers.

### Instruments

The barograph used by Mr. Laver in the DORSLING, during the Sutton Bank Competitions, was kindly loaned by Messrs. Short & Mason, Ltd., Aneroid Works, Walthamstow, E.17. The firm have just issued, and sent us a copy of, a temporary edition of their Aviation and Meteorological Instrument Catalogue, and ask us to say that it is now available.

# Notes on the Competitions

*By* A CORRESPONDENT

THERE was no doubt in anyone's mind that the first Gliding Meeting held in this country on an equipped site marked the end of the days of nomadic competitions on sites without any facilities other than those provided by Nature.

The very first Saturday saw the record-smashers at work. We watched with mingled delight and awe the contortions of Bergel and his merry men winding 2,000 feet of wire rope on to the drum of the new winch. The day waxed and waned and they were still at it, and by sundown the World Duration Knitting Record must have been smashed to atoms.

The three outstanding flights were, of course, Buxton's height record, Laver's duration, and Collins's Out and Return flight. Concerning the first, opinion varied as to whether Buxton was brave as a lion to go in to the storm-cloud, or more like a mouse in that he nibbled and was caught. One pilot was heard to remark to another in tones of regret, as Buxton disappeared into what the newspapers have insisted on calling the Maw of the cloud: "Oh well, Buxton was a nice chap."

Laver's was the first duration flight we have genuinely admired. Few would have tried again after the first depressing failure, when, on the Tuesday, he was beaten by a five-minute lull in the wind after being up over five hours; and certainly no one has ever been able to extract from a PRÜFLING a tithe of the stunts that Laver managed to wile away the time with. The spectacle of the DORSLING circling raffishly in a thermal at nearly 1,500 feet will remain one of the abiding joys of the meeting.

Collins's flight proved that the Out and Return flight set to Osmotherly and back on that day was just about the limit attainable. The strong southerly wind made the return journey a real feat.

The heroes of the meeting were the Yorkshire ladies. Mrs. Cox and Mrs. Verity in particular worked so hard that we fear they saw little of the fun, although responsible for so much of it. Never has it been so amply demonstrated that a meeting glides upon its stomach. Equal to them in heroism was Whidborne (and Family), who on the bad days, when people were looking glum and hopeless, held the whole meeting together with his optimism and remorseless drive.

One of the big advantages of Sutton Bank as a site for such a meeting was convincingly demonstrated by the fact that, on any other site during the period, not half the flying would have been possible. Actually the prevailing Westerly only put in an appearance on the last Sunday afternoon after the official competitions were finished. All the rest of the flying started from the south slope, admittedly a difficult and restricted one, but the saving of this particular meeting. No other site we know of offers soaring over so wide a range of wind direction.

The size of the gathering really was impressive. At night the line of tents and caravans along the north boundary, lit by candles and the light from the club-house windows, looked like a scene from a Wild West film. The joy of waking in the morning among the heather to the spectacle of half Yorkshire at one's feet must be experienced to be appreciated.

# The Sutton Bank Competitions

PRACTICALLY all the promised machines turned up, and mostly on the first day. The greatest distances were travelled by the DORSLING from Weymouth (without which no meeting would be complete), and by the Ulster Club, who surpassed their effort of last year by conveying no less than three machines over the Irish Sea; these were the new GRUNAU BABY, the SCUD, and a strange hybrid consisting of KASSEL 20 wings and KASSEL 25 fuselage and tail. From Guildford came the TERN, and from the London Club three WRENS, one SCUD, a FALCON and the RHÖNADLER, all privately owned. The fine new GOLDEN WREN brought the number of WRENS up to four, though we were deprived of the spectacle of seeing the whole family in the air together. An extra SCUD, brought along by Baynes on spec, began to be looked on as a convenient source of spare parts for its brethren, but luckily a sale was effected before the process of dismemberment had gone too far. There were also the Manchester Club's PRÜFLING (is it, or the DORSLING, the oldest veteran?), the new B.A.C. two-seater of the Preston Club, and the permanent residents in Yorkshire: PROFESSOR, HOLS DER TEUFEL, and the recently finished STEDMAN two-seater, whose builder could be periodically heard explaining that it wasn't in the *least* like a KASSEL. Finally, Mr. Nyborg displayed his latest product to all who might be interested—on the ground.

Altogether 17 different machines soared, of which 15 were entered for the competitions. The total flying time, Mr. Howard Flanders informs us, was 106 hours, 18 minutes, 26 seconds. And here we must pay a tribute to Mr. Flanders's good work; it is something new to have a reliable record of every single flight. Actually, it proved at times more than a single pair of eyes could manage, but Mr. Dugdale and Miss Sinclair, of the Kent Club, were there to help. Captain Latimer-Needham was "in charge of flying operations," which may sound simple, but appeared to mean in practice that he didn't get a moment to himself the whole nine days. Numbers of other people worked hard for no reward, as Marshals and in other ways,—not forgetting the interior of the clubhouse (at least one London Club member said that when he wanted a wife he would come to Yorkshire to look for one).

The public is at last showing signs of emancipation from the "put-a-little-engine-in-it" state of mind, but, apart from that, was up to its usual form. One dear old lady was overheard to exclaim: "Don't they look a rough lot of men!" while another concluded that: "They must be foreigners—they wear their hair so long." But the prize effort was when Briscoe charged low across the field in his aeroplane. As the noise of his approach filtered through into the refreshment marquee, one man was heard to say to his companion: "Here comes a *real* one!"

We are expecting to be honoured any day now with a piece of the cake awarded to Buxton by Messrs. Lyons. This was one of the weekly cakes awarded by this firm for the outstanding sporting achievement of the week. We expect to have the most interesting dreams by sleeping with our piece under our pillow.

## Saturday, September 1st

There was no wind to speak of until the evening, when a light breeze was just able to keep up the SCUD and WILLOW (or YELLOW) WREN. Liddell, of the Ulster Club, flew down his GRUNAU BABY to a field at the bottom, but hit a tree on landing. This was the first windfall for Slingsby, who took the GRUNAU home with him, and was able to restore it to its owner in flyable condition before the end of the next week.

Lord Sempill paid an aerial visit, bringing with him Robert Kronfeld, of all people. What the latter thought of it all, nobody seems quite sure.

**Flights on Saturday, September 1st**

| *No.* | *Machine.* | *Pilot.* | *Start.* | *Landing.* |
|---|---|---|---|---|
| 1. | London Scud | Wills | 3.21.50 p.m. | 3.23.0 p.m. |
| 2. | London Scud | Wills | 4. 9.15 ,, | 4.10.14 ,, |
| 3. | London Scud | Buxton | 4.24.42 ,, | 4.25.36 ,, |
| 4. | London Scud | Wills | 6.9 ,, | 6.33 ,, |
| 5. | Willow Wren | MacClement.. | 6.21 ,, | 6.37 ,, |
| 6. | Grunau Baby | Liddell | 6.32 ,, | 6.37 ,, |



G. E. Collins flying his "Rhönadler" at Sutton Bank.

## Sunday, September 2nd

Launching was mainly off the west slope, but Collins used the winch, from which he was twice able to get rapidly up to cloud level. Many of the gliding men present had never seen this sort of thing before, and were given a further treat when the pilot did an aerobatic descent from 4,000 feet.

Both SCUDS and two WRENS were in action, but the wind could barely keep them up. In its final landing, side-to-wind, the CRESTED WREN lost its skid—another little job for Slingsby. The Ulster Club's SCUD hit the ground while Mrs. Mackie was making her final turn into wind. This time it was Baynes's turn to secure the spoils, which he took all the way to his Surrey works. He, too, was able to return an airworthy machine before the meeting was over.



**The congested sky: "Crested Wren," "Falcon," "Blue Wren," and "Tern" keep a watchful eye on each other's movements.**

### Flights on Sunday, September 2nd

| *No.* | *Machine.* | *Pilot.* | *Start.* | *Landing.* |
|---|---|---|---|---|
| 7. | Crested Wren | Humphries | 11.48 a.m. | 11.53 a.m. |
| 8. | Rhönadler | Collins | 12.2 p.m. | 12.4 p.m. |
| 9. | Crested Wren | Humphries | 12.28 ,, | 12.29 ,, |
| 10. | London Scud | Buxton | 1.3 ,, | 1.10 ,, |
| 11. | Rhönadler | Collins | 1.26 ,, | 2.3 ,, |
| 12. | Crested Wren | Humphries | 1.35 ,, | 1.38 ,, |
| 13. | Willow Wren | Cooper | 1.47 ,, | 1.49 ,, |
| 14. | Ulster Scud | Wynne | 1.55 ,, | 2.2 ,, |
| 15. | Ulster Scud | Mrs. Mackie | 3.18 ,, | 3.23 ,, |
| 16. | Willow Wren | Nicholson | 3.28 ,, | 3.58 ,, |
| 17. | London Scud | Wills | 4.4 ,, | 4.21 ,, |
| 18. | Rhönadler | Collins | 4.27 ,, | 4.57 ,, |
| 19. | Willow Wren | MacClement | 4.41 ,, | 5.34 ,, |
| 20. | London Scud | Buxton | 5.13 ,, | 5.36 ,, |
| 21. | Kassel 20 | Harris | 5.29 ,, | *ca.* 5.55 ,, |
| 22. | Dorsling | Laver | 5.59 ,, | 6.35 ,, |
| 23. | Willow Wren | Cooper | 6.16 ,, | 7.19 ,, |

## Monday, September 3rd

A new feature in this meeting was the giving of a Daily Prize for some particular feat chosen in accordance with the weather conditions for the day.

The Daily Prize for this day was for a flight to Osmotherly Church and back. It was no easy task in a south-west wind, and only Collins managed it. He sailed away there down-wind easily enough, but the job was to get back across the various westerly spurs, each of which was guarded by a down-current on its north side. He only just scraped over a wall at one place with a few feet to spare. Wills also went off northwards, but found the wind at 3,000 feet so strong that it was impossible to travel against it; so, being unable to get back, he had a long slope-soar up the Rievaulx Valley, and came out at Ingleby Greenhow, whence he glided on to a landing at Kildare, a few miles further on. This gained him the distance prize in Class II.

Wynne performed a notable feat in the KASSEL when he arrived at the far end of the western horseshoe halfway down. Instead of diving for the landing field, he stayed where he was and, beginning with a few feet at a time, gradually got back all his lost height and a lot more besides.

There was good thermal activity, and pilots reported heights as follows:—Collins, 3,250 ft.; Buxton, 2,650 ft.; Wills, 2,650 ft.; Little and Reffell in the TERN, 2,300 ft. and 2,000 ft.; Nicholson, 1,700 ft.; Laver, 1,100 ft. Laver deserted the slope altogether, and went circling away "inland," coming down a mile west of Cold Kirby, a place whose name was evidently not conducive to further thermals.

This day there was the one serious crash of the meeting, when MacClement took off from the west slope in no lift, flew northwards close to the hill, and was then seen to do a sudden half-circle to the right and hit a tree. An ambulance took him to hospital with a strained back. The Press next morning made the most of the scoop, especially as there were two minor crashes the same day. Cooper and Nicholson, having now no WREN, bought the spare SCUD. It had two attempted launches off the west slope, but each time stuck its wing into the heather, and, on the second occasion, cartwheeled. Another little job for Baynes; but Slingsby was still one up, having secured what was left of the WILLOW WREN to take home.

### Flights on Monday, September 3rd

| *No.* | *Machine.* | *Pilot.* | *Start.* | *Landing.* |
|---|---|---|---|---|
| 24. | Willow Wren | Nicholson | 9.42 a.m. | 10.52 a.m. |
| 25. | London Scud | Buxton | 10.5 ,, | 12.2 p.m. |
| 26. | Rhönadler | Collins | 10.32 ,, | 12.35 ,, |
| 27. | Kassel 20 | Mackie | 10.55 ,, | 11.56 ,, |
| 28. | Willow Wren | MacClement | 11.13.12 ,, | 11.14.16 a.m. |
| 29. | Tern | Reffell | 11.56 ,, | 1.13 p.m. |
| 30. | Kassel 20 | Baster | 12.44 p.m. | 12.50 ,, |
| 31. | London Scud | Wills | 1.11 ,, | 3.5 ,, |
| 32. | Dorsling | Laver | 1.32 ,, | 3.48 ,, |
| 33. | Tern | McGlashan | 1.38 ,, | 3.1 ,, |
| 34. | Tern | Little | 3.22 ,, | 3.53 ,, |
| 35. | Kassel 20 | Wynne | 3.50 ,, | 5.48 ,, |
| 36. | Blue Wren | Dewsbery | 4.50 ,, | 5.53 ,, |
| 37. | Professor | Robertson | 5.6 ,, | 6.5 ,, |
| 38. | Tern | McGlashan | 5.36 ,, | 6.27 ,, |
| 39. | Blue Wren | Humphries | 6.4 ,, | 6.21 ,, |
| 40. | Golden Wren | Robertson | 7.33 ,, | 8.8 ,, |



**Patrolling the South Slope. Left to right: "Blue Wren" (Dewsbery), "Kassel 20" (Harris), and "Dorsling" (Laver), on September 4th; and "Tern" (Little), "B.A.C. VII." (Falla), and "Grunau Baby II." (Wynne), on September 8th.**





**Let down by the wind: after being up five hours the "Dorsling" gradually loses height and J. Laver has to land it below. The right hand picture gives a good view of the south slope, with Roulston Scar and the White Horse on the horizon.**

*Photos by J. P. Dewsbery and F. W. Armitage.*

## Tuesday, September 4th

## First British Thunderstorm Flights

The wind had backed again to south, and even further, perhaps in anticipation of the coming thunderstorm front, since there was no movement of the main depression centre over Iceland.

Laver started off at 10 with a valiant attempt on the British duration record. But after 5 hours the wind and the DORSLING were seen to be gradually dropping. It freshened again later, but too late.

With the reviving wind the GOLDEN WREN was first off. It had, by the way, been given its baptismal soaring flight at sunset the previous evening.

And then—came the storm.



**The thunderstorm approaching. Note shadows of cumulus tops on haze.**

*Photo by J. P. Dewsbery*

The trouble at first was that there had been a false alarm the day before. On Monday morning, just after the passage of the trough, a line of towering cumulus was to be seen all along the Pennines. Tired pilots were routed out of bed. But though the cloud tops slowly grew in angular height, they never got any nearer.

This time it looked at first like the same thing again. But soon there was no mistaking it. It was getting nearer, bigger, darker, and was sprouting anvils all along the line. Thunder growled in the north. There was no time to be lost. The RHÖNADLER, which had been put away, was hurriedly slapped together again; Buxton rushed across with the SCUD to the south slope, and Dewsbery turned round to find the BLUE WREN placed invitingly beside him.

The GOLDEN WREN pilot decided that such things were not for him, and landed to give the others air. They were soon up in it, but there was none too much wind, and Robertson, who had also gone up in the PROFESSOR, lost height and landed below. Buxton, too, thought he might lose it, and shouted down for landing space on the top.

The air all this time had been quite smooth ("like cream"), and all three pilots were between 100 and 200 feet above the hill, and apparently very much in each other's way. But then it freshened and took on a slight roughness, and all began to rise a little. Collins began circling, and Buxton, while beating to and fro, went slowly up at 1 or 2 feet a second, then faster, and when at 600 feet he felt a drop of rain.

The storm cloud was now coming over. Since the pilots were all above the south slope, facing south, the dirty weather approached them from the right. The line of the storm, which ran almost due north and south, was edging sideways towards them.

At about 700 feet Buxton saw a small ragged cloud in front of him and went up through it. Collins at this time was getting lift from the storm over Roulston Scar, at the right-hand end of the south slope; he went up through some fluffy bits of cloud which formed a flattish tongue or shelf in front of the main cloud. Dewsbery, meanwhile finding lift at 3 feet per second, flew away to the west slope of Sutton Bank, along what appeared to be the storm front. He then noticed Collins away to the east, evidently doing well, so flew along and joined him, finding improved lift as he went along: 1, 1½, 2, increasing to nearly 5 *metres* per second. We will leave them there together while we return to the lonely Buxton.

Buxton went up inside the cloud at 10 feet or more per second. He could just see his wing-tips. The SCUD whistled as if it was doing something wrong,



**Retreating lower edge of storm front looking east. Dewsbery had gone up beyond it a moment before.**

although still rising, so he put the nose down and, doing 50 m.p.h., came out and saw a road performing evolutions below. This enabled him to straighten himself out, and he recognised the Hambleton Hotel. About this time also he caught sight of the WRENS.

He then flew along under the black cloud deciding what to do next. He was going east at 40 m.p.h., after which he turned north along the "front," keeping before it. A lift of 2 feet per second soon turned into a drop of 1 foot per second, so he decided to have a "nibble" at the cloud. It was no nibble, but a mouthful. Once inside that cloud he never got out again till he had broken the British height record. While in the cloud, the chief need was to avoid spinning. An incipient spin was indicated if pulling back the stick increased the speed. He also looked round at the rudder to see that it was straight. He kept the speed at 40 m.p.h. to avoid spinning. Nevertheless, he must have been going round in wide circles, as the cloud got alternately darker and lighter. The lift all this time was between 5 and 20 feet per second.

At 5,000 feet there was a momentary wavering as Buxton made what he calls "a pitiful attempt to get down," but soon he was roaring up again, this time at what must have been quite 40 feet per second, since the variometer indicator had gone right round the dial to the zero mark again. Then he came out at last, having reached well over 7,000 feet, into a space bounded by white masses of cumulus piled high all round, shining in the sun. Here he must have been in a strong down-current, probably at the rear of the storm, for he sank rapidly. To the west it was very clear, as rivers, towns and hills came into view, lit by the setting sun; he recognised Ingleby Greenhow in



G. M. Buxton (right) watching his "Scud" being filmed. W. Briscoe piloting.

the distance. Then it occurred to him that £2 was waiting to be won, so he set off northwards and reached Middlesbrough, where he saw the complete circle of a rainbow. Coming down from 2,000 feet at about 2½ feet a second, he finally landed in a stubble field at North Ormesby, 22¾ miles due north of the start.

Now to hark back, as the novelists say.

Where Dewsbery joined Collins there was a remarkably persistent formation consisting of two ledges, at different heights, grown horizontally out from the main cloud mass. Dewsbery went up through the lower ledge to join Collins; it then consisted only of a few rags, but grew later. He rose at about 3 m. (10 feet) a second to 2,000 feet, then at only a third of that rate. The base of the second shelf was at 2,800 feet; it was a flat base which provided lift whenever either pilot got near it, but, not wishing to go inside, they would shear off on getting up to it. That was why 2,800 feet was about the maximum height which either attained. The main wall of cloud from which the shelves protruded looked even less inviting, though its tops could be seen at some 8,000 feet up. Outside the protrusions, however, there seemed no lift at all.

After losing Collins, Dewsbery came to a place where the cloud was just a vertical wall with no shelves; through the gap between its base and the ground he could see fields lit by the sun from the back of the storm (i.e., from the west). It was about 7.15 when he flew towards this wall, and started going up again at 2 metres per second to 2,500 feet. While he flew to and fro in front (east) of the storm, a new shelf started to form, and, within about 5 minutes, had increased so as to blot out all the ground below. Not only that, but as he turned northwards again at the end of a southerly beat, he saw that it was visibly growing upwards, with woolly cumulus-like tops, and was gradually narrowing the space between itself and an upper shelf which was again present. In this diminishing space Dewsbery was flying, having to use the upper shelf's flat base as a horizon indicator, as the ground was not visible. There was only one escape from this increasingly unpleasant position, and that was to make for the clear air to the east; to do this, he had to dive into the lower cloud mass but, fortunately, kept his direction, and came out on the right side, with some of the ledge still below but the ground once more in sight. Then he saw the coast; there was no sunlight on it, but the sky to the south was more or less clear.

At Sutton Bank, Dewsbery relates, the storm front reached Roulston Scar before Whitestone Cliff; that is, it was orientated S.S.E. to N.N.W. But now, at the coast, the direction had changed and appeared to be W.S.W. to E.N.E.; in fact, it went straight out to sea.

Seeing what looked like good clouds just out over the sea, and being already at 2,500 feet, he flew beneath them with the idea of getting a thousand metres on the barograph while the opportunity presented itself. But there was no more than just enough lift to maintain height. Back over the land again, he rose at ½ m. per second, and came up to a shelf at 2,800 feet, as before. Whitby was down below, all lit up, for it was getting dark. He selected a suitable field, but found it so difficult to get down, owing to lift from the storm, that he flew south-east along the coast to Hawsker. Though flying in a southerly wind, he had noticed a bonfire on Sandsend Beach (Whitby) whose smoke was drifting from the north. Sure enough, on coming down to land, he came suddenly into a north wind, and had abruptly to change his approach tactics. He landed at Long Leas Farm, and was generously fed and housed there for the night, interviewing the local Press during breakfast. The distance was 30¾ miles.

Collins, after being with Dewsbery for some 20 minutes (and incidentally entertaining him by throwing a loop), lost sight of him behind an enlarged shelf. Some time afterwards Collins got into some unpleasant hail. He did not go north like the others; he worked his way south, as the storm looked well-developed in that direction. He did not realise perhaps how strong

a south wind he was flying in, for this "front" was abnormal in that it moved lengthways rather than sideways. Finding he was not making much ground speed, Collins increased air speed to 50 m.p.h., and kept it up for an hour, having been already in the air for an hour and a quarter. Finally, it was getting too dark to go on, so he made for a large field, only to find, when near enough to see, that it was full of wheat stooks. At 700 feet it was too late to change, all other fields around being too small. He glided in along an avenue between the stooks, but the avenue bent, and his tail caught one. It needed a slight repair, which Collins did himself next day.

Collins had landed near Pickering, 18½ miles from the start; nevertheless he had been in the air the longest, so the honours of height, distance and duration were equally shared among the three pilots. His rescue party got back at 4 a.m. On the way out it passed the BLUE WREN's trailer with Dewsbery's car seized up, and its driver trying to persuade a canful of water to stay in the radiator without evaporating.

**Flights on Tuesday, September 4th**

| *No.* | *Machine.* | *Pilot.* | *Start.* | *Landing.* |
|---|---|---|---|---|
| 41. | Dorsling | ... Laver ... | 10.2 a.m. | 3.58 p.m. |
| 42. | Kassel 20 | ... Harris ... | 11.38 ,, | 12.52 ,, |
| 43. | Blue Wren | ... Dewsbery ... | 11.46 ,, | 1.17 ,, |
| 44. | Professor | ... Nicholson ... | 12.55 p.m. | 1.23 ,, |
| 45. | Kassel 20 | ... Wynne ... | 1.14 ,, | 1.17 ,, |
| 46. | London Scud | ... Wills ... | 4.15 ,, | 4.23 ,, |
| 47. | Golden Wren | ... Slater, A. L. .. | 5.50 ,, | 6.10 ,, |
| 48. | London Scud | ... Buxton ... | 6.7 ,, | — |
| 49. | Professor | ... Robertson ... | 6.13 ,, | 6.25 ,, |
| 50. | Rhönadler | ... Collins ... | 6.21 ,, | *ca.* 8.20 ,, |
| 51. | Blue Wren | ... Dewsbery ... | 6.26 ,, | — |

## Wednesday and Thursday, September 5th and 6th

For the next two days a small anticyclone pushed a slovenly wind round to various useless directions.

On Wednesday afternoon a cloud street, directed from W.S.W. to E.N.E., moved gradually sideways from N. to S. across the site. As it crossed over, the wind changed from light southerly to light north-westerly. There must surely have been some lift under it, but not till afterwards were a few winch launches made.

On Thursday, Major Travers and Miss Meakin looked in from Cobham's Circus, which was parked for the day at Middlesbrough, and in the afternoon several people paid a return visit.

In the evening Mr. Nyborg gave a lecture (with slides) in Thirsk on "Thirty Years of Sailplane Design." It was largely attended, and we have a record of the lecture which we are awaiting an opportunity to pass on to readers.

**Flights on Wednesday, September 5th**

| *No.* | *Aircraft.* | *Pilot.* | *Start.* | *Landing.* |
|---|---|---|---|---|
| 52. | London Scud | ... Wills | ... 4.22.30 p.m. | 4.24.28 p.m. |
| 53. | London Scud | ... Wills | ... 5.26.32 ,, | 5.30.0 ,, |
| 54. | Dorsling | ... Laver | ... 6.25.8 ,, | 6.25.45 ,, |

**Flights on Thursday, September 6th**

| *No.* | *Aircraft.* | *Pilot.* | *Start.* | *Landing.* |
|---|---|---|---|---|
| 55. | Dorsling | ... Laver | ... 4. 0.42 p.m. | 4. 1.43 p.m. |
| 56. | Dorsling | ... Laver | ... 4.28.26 ,, | 4.29.30 ,, |
| 57. | Dorsling | ... Laver | ... 6.15.27 ,, | 6.26.5 ,, |

## Friday, September 7th

A light south to south-easterly wind enabled a few machines to keep up in the afternoon.

Robertson worked his way along in the GOLDEN WREN to Ampleforth and back, but the crossing of the various gaps was not easy. Collins took up the Ulster GRUNAU BABY and looped it.



**R. G. Robertson in the Golden Wren, starting on his flight to Ampleforth.**

The Daily Prize was for the machine with the greatest aggregate duration, any pilots being allowed. It was won by the CRESTED WREN with a total of 2 hours 34 minutes 6 seconds, though the GOLDEN WREN was not far behind with 2 hours 28 minutes 14 seconds.

**Flights on Friday, September 7th**

| *No.* | *Aircraft.* | *Pilot.* | *Start.* | *Landing.* |
|---|---|---|---|---|
| 58. | Crested Wren | ... Humphries ... | 1.35 p.m. | 2.23 p.m. |
| 59. | Golden Wren | ... Smith, G. O... | 1.44 ,, | 2.22 ,, |
| 60. | Crested Wren | ... Dewsbery ... | 2.45 ,, | 3.21 ,, |
| 61. | Golden Wren | ... Robertson ... | 3.8 ,, | 4.57 ,, |
| 62. | London Scud | ... Wills ... | 3.27 ,, | 4.29 ,, |
| 63. | Crested Wren | ... Humphries .. | 4.8 ,, | 5.19 ,, |
| 64. | Professor | ... Cooper ... | 4.24 ,, | 5.4 ,, |
| 65. | Grunau Baby | ... Collins ... | 4.29 ,, | 5.1 ,, |

## Saturday, September 8th
## A New Duration Record

This day's story begins at 6 a.m., when Laver got up. He was met by a healthy south wind, whereupon he roused in succession the necessary people to rig the DORSLING, launch it, time its start, and seal its barograph. At 7 hours 39 minutes 12 seconds he was in the air, with just a few sandwiches for company; also the usual tomatoes, which this time were placed somewhere where they would stay put. This is not a veiled reference to air-sickness, by which, however, the pilot was occasionally attacked in the first hour or two.

Later, the air became smoother, and at 10.15, having gained height to 500 feet, he picked up a thermal and circled away down wind, everybody thinking he had changed his mind and gone off on a cross-country flight instead. In 3 minutes he had risen to 1,200 feet, but he left the thermal to gain the north end of the bowl, which a veering of the wind had made soarable. Before long, another thermal, taking him to 1,700 feet, tempted him away 5 miles from the start. Again he fought down the cross-country urge, and returned to the west slope, but some way off at South Woods, arriving there less than 100 feet above the top. But from here he had to go still further north, by the Reservoir, to reach a better slope for gaining height. This was the most critical part of the flight, for he nearly failed to reach it at a soarable height at all.



**Well away! On the left, J. Laver shortly after commencing his twelve-hour duration record. On the right, R. F. Stedman flying solo in his two-seater.**

Another thermal took him to 1,200 feet, from which height he was able, at a second attempt, gradually to work his way back to the Sutton Bank bowl, having to fly at 37 m.p.h. to make headway, and avoiding the down-currents at the various spurs by going out into the valley.

There were now several sailplanes to keep Laver company, which cheered him no end. In fact, about mid-day we found Mr. Howard Flanders eager to impart the news that, for a few minutes before noon and again a few minutes after, there were 7 machines up together for the first time during the meeting. This was surpassed at 3 p.m., when there were as many as 8 up.

By this time the lesson had been learnt, and everyone took-off from the south slope and worked up a good height before crossing to the west side. It was a fine sight, which really did impress the public, to see so many of them up together, some to the west, some in the south, and some crossing from one to the other. The two-seaters took part, both flown solo. Mr. Hardwick's FALCON, having lain dormant for days, was galvanised into life on its owner's arrival, and went up no less than seven times.

The Daily Prize was awarded for a flight round the church at Oswaldkirk and back, 7 miles each way. It was won by Buxton in the SCUD II. This place must be at about the limit of what is possible in plain slope-soaring in a south wind. A special prize for greatest altitude was won by Collins with a height of 3,600 feet.

The GRUNAU BABY again suffered misfortune, this time being blown over by the wind (Slingsby got it again).



**The End of a Perfect Day: watching the final stages of Laver's twelve-hour flight. Left to right: Messrs. Briscoe, Dewsbery, Latimer-Needham, Dugdale, Sanguinetti, Cooper, Nicholson and Collins.**

When all other flying was done, most people settled down comfortably to watch Laver. From 6 o'clock onwards the wind steadily dropped, and the DORSLING even got below the hill-top at times. At 7.40 p.m. there was a concerted shout from below of "Twelve Hours!" and still he kept on. It was not the wind but the darkness which finally put a stop to it. Laver actually got back to within a field or two of the camp.

When the wants of the autograph hunters, the photographers, and the Press had been attended to, the pilot arrived back at the clubhouse looking as fresh as when he started.

This evening the whole camp were the guests of the Yorkshire Club. It was as delightful as unexpected. Ravenous appetites were assuaged, and then Buxton gave us a perfect imitation of what it feels like to go up through a thundercloud. It will certainly discourage anyone from trying to do likewise!

**Flights on Saturday, September 8th**

| *No.* | *Aircraft.* | *Pilot.* | *Start.* | *Landing.* |
|---|---|---|---|---|
| 66. | Dorsling | Laver | 7.39 a.m. | 8.0 p.m. |
| 67. | Tern | Little | 10.44 ,, | 12.5 ,, |
| 68. | Rhönadler | Collins | 10.47 ,, | 12.14 ,, |
| 69. | Golden Wren | Slater, A. L. | 10 51 ,, | 11.57 a.m. |
| 70. | Grunau Baby | Liddell | 11.0 ,, | 11.20 ,, |
| 71. | London Scud | Buxton | 11.7 ,, | 12.2 p.m. |
| 72. | B.A.C. VII | Falla | 11.35 ,, | 12.16 ,, |
| 73. | Grunau Baby | Wynne | 11.49 ,, | 12.42 ,, |
| 74. | Falcon II | Hardwick | 12.0 ,, | 1.2 ,, |
| 75. | Golden Wren | Smith, G. O. | 12.15 p.m. | 1.38 ,, |
| 76. | London Scud | Briscoe | 12.30 ,, | 3.7 ,, |
| 77. | Tern | McGlashan | 12.34 ,, | 12.52 ,, |
| 78. | Blue Wren | Petre | 12.44 ,, | 12.57 ,, |
| 79. | Falcon II | Slater, A. L. | 1.27 ,, | 1.51 ,, |
| 80. | Blue Wren | Dewsbery | 1.32 ,, | 3.34 ,, |
| 81. | Crested Wren | Humphries | 1.56 ,, | 2.19 ,, |
| 82. | Golden Wren | Robertson | 2.0 ,, | 4.10 ,, |
| 83. | Falcon II | Slingsby | 2.20 ,, | 2.42 ,, |
| 84. | Rhönadler | Collins | 2.39 ,, | 3.49 ,, |
| 85. | Crested Wren | Petre | 2.45 ,, | 3.15 ,, |
| 86. | Tern | Reffell | 2.56 ,, | 3.48 ,, |
| 87. | Falcon II | Humphries | 3.1 ,, | 3.30 ,, |
| 88. | London Scud | Wills | 3.27 ,, | 5.5 ,, |
| 89. | Falcon II | Testar | 3.47 ,, | 4.20 ,, |
| 90. | Stedman | Stedman | 4.13 ,, | 5.25 ,, |
| 91. | Falcon II | Hardwick | 4.25 ,, | 5.8 ,, |
| 92. | Golden Wren | Humphries | 4.28 ,, | 5.43 ,, |
| 93. | Tern | Little | 4.31 ,, | 5.59 ,, |
| 94. | Prüfling | Meads | 5.14 ,, | 5.19 ,, |
| 95. | Falcon | Deane | 5.32 ,, | 5.37 ,, |
| 96. | Crested Wren | Petre | 5.42 ,, | 5.50 ,, |
| 97. | Golden Wren | Collins | 6.3 ,, | 6.16 ,, |

## Sunday, September 9th

The main competitions officially ended at noon, but the Daily Prize could still be competed for. This time it was for the greatest number of flights per machine between the White Horse, on the south slope, and Whitestone Cliff at the northern end of the horseshoe (or bowl). The TERN was believed to have won it with 5 circuits, until Robertson returned from a prolonged bout of *Wanderlust*, during which his existence was almost forgotten, to claim the prize with a total of 7 circuits. We understand his claim has now been granted. It was a notable flight, anyway, for the GOLDEN WREN. He took it to 2,000 feet, got nearly to Thirsk under a cloud, and then branched off and almost reached Osmotherly before coming back to the Bank—a round tour of some 30 miles.

Between 4 and 5 a street of clouds was continuously passing over the site. Several machines rose well under it, and Dewsbery and Collins got quite a way up-wind with its help, but found the lift curiously variable. Collins reached 2,600 feet, including 500 feet inside a cloud.

The public exercised themselves by repeatedly running to the brink of the south slope whenever a machine vanished below it. They were rewarded by seeing the TERN and the STEDMAN make contact with a hedge, and the PRÜFLING do a spectacular zoom over a line of tall trees.

Finally, when the Timekeeper had gone off duty, Whidborne put the HOLS through a course of aerobatics consisting of an incredible climb off the bungy, several yards of flying backwards, and then a perfect "S" turn followed by a normal landing on top, well behind the starting-point. Thus was everybody put in a good humour for the trying business of packing up and going away.

**Flights on Sunday, September 9th**

| *No.* | *Aircraft.* | *Pilot.* | *Start.* | *Landing.* |
|---|---|---|---|---|
| 98. | Crested Wren | Humphries | 11.47 a.m. | 12.47 p.m. |
| 99. | Tern | Reffell | 11.52 ,, | 1.41 ,, |
| 100. | London Scud | Wills | 12.9 p.m. | — |
| 101. | Golden Wren | Slater, A. L. | 12.14 ,, | 12.57 ,, |
| 102. | Rhönadler | Collins | 12.23 ,, | 1.39 ,, |
| 103. | Falcon II | Slingsby | 12.27 ,, | 12.51 ,, |
| 104. | Blue Wren | Dewsbery | 12.31 ,, | 1.54 ,, |
| 105. | Hols der Teufel | —— | 12.50 ,, | *ca.* 12.55 ,, |
| 106. | Ulster Scud | Wynne | 12.58 ,, | 1 26 ,, |
| 107. | Falcon II | Nicholson | 1.2 ,, | 1.30 ,, |
| 108. | Golden Wren | Smith, G. O. | 1 13 ,, | 2.16 ,, |
| 109. | Crested Wren | —— | 1.24 ,, | 1.43 ,, |
| 110. | Tern | McGlashan | 2.1 ,, | *ca.* 2 6 ,, |
| 111. | Golden Wren | Robertson | 2.37 ,, | 5.49 ,, |
| 112. | Rhönadler | Collins | 2.47 ,, | 4.1 ,, |
| 113. | Crested Wren | Humphries | 3.4 ,, | 3.22 ,, |
| 114. | Dorsling | Laver | 3.11 ,, | 3.42 ,, |
| 115. | Stedman | Stedman | 3.21 ,, | 3.28 ,, |
| 116. | Falcon II | —— | 3.52 ,, | 4.38 ,, |
| 117. | Rhönadler | Collins | 4.16 ,, | 5.22 ,, |
| 118. | London Scud | Briscoe | 4.19 ,, | 5.0 ,, |
| 119. | Blue Wren | Dewsbery | 4.23 ,, | 5.27 ,, |
| 120. | Falcon II | —— | 5 23 ,, | 6.4 ,, |

# Correspondence

## His First Cold Front

SIR,

In your September issue you referred to my flight in a "front" at Dunstable on August 12th, as it appeared to onlookers. I should like to say that, to the pilot confronted by his first cold front, things seemed very different.

I was fired off in the SCUD in a S.W. wind, entirely oblivious of meteorological phenomena to the north. What I could see, and appreciate, was a gigantic cloud "street" stretching from N. to S., its base only 1,000 feet above the hill-top, containing two heavy rain patches. Being possessed of only two hours' soaring experience, it was my intention, my desire and even my prayer so to manœuvre the SCUD as to emulate the children of Israel crossing the Red Sea, with a wall of water on either hand, and a dry passage between.

When, however, I was about 200 feet above the hill-top, and anxiously scanning the S.W. horizon, the "dirtiest bit" (as you so delightfully described it) came up behind and took me underwears, as the charwoman said when her mistress expostulated with her for showing a caller in while scrubbing the front door-step.

In a twinkling the earth receded as the SCUD was sucked up 1,000 feet, and then (as the N.W. "front" impinged on the S.W. cloud street) *apres moi, le deluge*—or, as the schoolboy translated it, "after you with the shower-bath"! I was certainly no child of Israel. How that rain came down! For description, see Southey's "Lodore," substituting "lashing" for "flashing."

Screwing both eyes up tight, with my other (or weather) eye I tried to avoid the "Falker" last seen circling far below. After a time, thoroughly sodden, I stood out from the hills towards the sunshine behind the "front," the SCUD now almost hovering in perfectly calm air except for the rain beating down.

I regretted at the time that lack of experience and the lowness of the cloud-base had deterred me from trying to go off in front of the storm, but I since have learnt that it was the direct answer to the prayers being offered up by Wills for the safety of the SCUD!

I finally landed when the rain ceased, descending nearly as fast as I had previously ascended, probably due to the fact that I found myself sitting in a large pool of rain. From this I have deduced a working hypothesis that soaring in a cold front postulates a cold behind. Would Sir Gilbert Walker confirm?

WALTER BRISCOE.

## Sutton Bank

SIR,

The members of the Kent Gliding Club who attended the Sutton Bank Meeting would like to take this opportunity of thanking all those who helped to make the meeting such a success. Our special thanks are due to the Yorkshire Club's members for their hospitality, and particularly to the tireless ladies of the bar and "kitching."

May we, whilst writing, gently correct a misapprehension that seemed to be current, and point out that this club was (by a very small margin, we admit) the first to be formed in this country? Although we do not appear much in the public eye at present, we are proud of the fact that we possess the club machine which holds the first British C. of A., and also that No. 1 Glider Pilot's Licence was gained by our founder.

FOUR MEMBERS OF THE KENT GLIDING CLUB.

## A Resignation

We are informed that Air Commodore J. A. Chamier has addressed the following letter to the Rt. Hon. Lord Sempill, President of the British Gliding Association :—

*20th September*, 1934.

MY DEAR SEMPILL,

I am afraid that I must adhere to my resignation from the British Gliding Association.

I am convinced that the Air Ministry wishes the Association well; that it is not satisfied that, as organised, it is truly representative of those who take an active part in gliding; that until that state of affairs is reached the Ministry will not accept your plans.

I hold no brief for either side in the quarrel, but I feel that the quickest way to get a Council acceptable to all is for the present members to resign. Following on those resignations an extraordinary general meeting would be free to reorganise the Council, and invite those whom they wished to serve.

Under these circumstances I must set an example. In retiring I should like to express my sincerest wishes for the future of the British Gliding Association and of gliding in this country: I am willing to do it any service within my powers.

Yours sincerely,

J. A. CHAMIER, *Air Commodore.*

# News from the Clubs

## Dorset Gliding Club

**Saturday, August 25th.**—No flying was done on Saturday as a considerable amount of work remained to be done on the DORSLING in preparation for the meeting at Sutton Bank. It has been felt for some time that increased incidence of the DORSLING main planes would be beneficial to performance and it was finally decided to make the change before the journey to Yorkshire. This modification, in addition to the landing skid repair, entailed considerable labour, and Leak and Laver spent several mid-week evenings surmounting the major difficulties.

**Sunday, August 26th.**—The DORSLING was fully rigged and ready for flight by lunch time on Sunday and, although the light southerly wind was somewhat unfavourable, a test flight was made with Laver as pilot. Flying was continued on the DAGLING, the pilots being Rolfe, Wright, Leak, Stephens, and Frayling. The light breeze did not permit long flights, but Leak did his best to enliven things by rounding the concrete posts in the valley in real Schneider Trophy style. Aspirants for "B" licences made gentle turns off the launch as a change from the straight joy-ride to the bottom of the hill. After tea, Shelton continued his training.

**Wednesday, August 29th.**—A busy evening was spent by a large number of members in putting finishing touches to the DORSLING and stowing it away on the trailer.

**Saturday September 1st.**—Those members who were unable to join the trek to Yorkshire arrived at the Maiden Newton Site on Saturday afternoon to find a steady westerly wind. Operations were somewhat slower than usual, as it was necessary to use the Petter winch for retrieving, the drum of cable normally used in conjunction with the car having accompanied the DORSLING. Leak was eventually launched from near the hangar, and returned to report very favourable and steady conditions. Stephens and Frayling followed and were able to make their first turns across the telephone wires and attempt a beat along the ridge. It is understood that these latter performances caused considerable discomfort to witnesses on the hill top, damage to the Yeovil Water Works appearing certain from that angle. As there were no *ab initios* present, flying was continued from the crest until twilight. Everyone was pleased to see Langdon, whose help was invaluable considering our depleted numbers.

**Sunday, September 2nd.**—Sunday morning provided even better conditions than the previous day and good flights were made by Leak, Davis, Stephens, and Frayling. An outstanding flight was made by Leak, who worked the whole length of the northern ridge, recording the really excellent time of 1 min. 29 secs. In his short acquaintance with the club the writer has never seen DAGLING more impressively handled. Unfortunately, heavy rain abruptly terminated flying; but maintenance work was carried out on the DAGLING until late in the evening. Work was commenced on the duplication of the front flying wires deemed necessary by the recent events at Dunstable.

**Saturday, September 8th.**—A moderate south-westerly wind provided good flying conditions during the earlier part of Saturday afternoon. Leak (Team Captain) making the usual test flight, endeavoured to follow the northern ridge, but was unfortunately forced to leave the crest by a sudden lapse of wind strength and seek a landing near the pumping station. Stephens and Frayling followed, the former completing the first half of his "B" licence tests with a very fine flight of 1 min. 16 secs. duration. Favoured with a good wind he judged his position relative to the ridge top to perfection and almost equalled Leak's performance of the previous Sunday. On his second flight Stephens qualified for his "B" licence with another excellent flight of 1 min., making the necessary right and left hand turns in graceful style. Frayling, attempting his "B" licence flight carried out the required turns satisfactorily, but was some three seconds short on duration.

**Sunday, September 9th.**—The Sunday morning newspapers informed members that the club was again in possession of the British Duration Record due to Laver's flight of 12 hours 21 mins. at Sutton Bank on the preceding day. This feat of mental and physical endurance is all the more meritorious when one considers that the DORSLING is only a secondary-class machine and not a sailplane.

Conditions on this day at Maiden Newton were better than most members could remember and the strong westerly wind resulted in some very fine flights. Leak led off in great style with a flight of 1 min. 8 secs., followed by Stephens and Frayling, the latter again missing his "B" licence by approximately three seconds. Davis was then launched, and taking a slightly different course recorded the good time of 1 min. 17 secs. Frayling following the same course, then obtained his "B" licence with 1 min. 19 secs. Flying was continued by the same pilots until 5 p.m., when training was commenced on the lower slopes. Here Shelton performed in good style and Dennis, a new member attempting his first flight, made an excellent start.

Altogether a really red-letter week-end.

## London Gliding Club

**Sunday, September 16th.**—After the alarms and excursions, not to say derring-doings and aeronautical mountain-goateries, of National Competitions, the smooth curves of Dunstable Downs and the almost unlimited landing ground, official and unofficial, were remarkably soothing to many a semi-shattered nerve. Here the penalty of a misjudged landing is giggling from onlookers; there—"Oh, Lor'," said he, feelingly!

To-day twenty-two members leapt two hundred yards eighty times in the R.F.D., and six more did much the same in the PRÜFLING, all without harm if not with consistent grace.

Our Mr. Hiscox razzled about in the WESTPREUSSEN and in the HYPER-HOLS, or COCKYOOLY BIRD, and twice flew the former off the hill-top. Something seems to have come over him. Where he used to be a HOLS specialist, year in and out, he now flies a MOTH solo, keeps a stock of rather nice stories, and has completely regained his youth in every way, almost as if it were spring instead of autumn.

The FALKE soared in the awkward southerly wind until the direction became too awkward late in the afternoon. The PROFESSOR dropped a wing irrevocably when turning down-wind along the ridge, and broke her tail as well as a wing-tip. This really does seem to be quite the worst type of club machine ever invented, judging by our own experience of four years. Just one dam' wreck after another.

Collins in the RHÖNADLER soared indefinitely as a matter of course, receiving wireless signals just to make it more interestingly difficult and to amuse the Monday newspaper reader.

**Sunday, September 23rd.**—A fair westerly breeze, backing later to S.W. and dropping somewhat. The FALCON was in continuous use by various pilots. Hiscox had two longish soars on the WESTPREUSSEN, establishing its claim to be a "high-efficiency" machine. He also flew down his DUNSTABLE DEVIL, as it appears to be now officially called. The KASSEL 20, after a few weeks of overhaul by Ivanoff, was taken up by him for an hour and 20 minutes, and was found to have got rid of all its creaks. The two DAGLINGS put in a good day's work each, one performing ground-hops at the bottom and the other being glided many times off the top. SCUD II. also flew early in the day.

Some members are trying to get up a private subscription towards buying another FALCON.

L. A. Desoutter.—Mrs. L. A. Desoutter asks us to convey her thanks to all those who have sent flowers and letters of sympathy, and expresses a hope that she will not lose touch with all her late husband's many friends.

## Manchester Gliding Club

A very instructive and enjoyable time has been spent by the members of the above club along with the Yorkshire Gliding Club at the new soaring site on the Hambleton Hills near Sutton Bank, Thirsk, during the recent fifth annual series of the British Gliding Association's competitions.

After having seen the wonderful display of soaring given by sailplane pilots, preparations are being put in hand to build more machines and to find a suitable soaring ground.

At present our members are trained up to B Certificates by means of auto-towing with a B.A.C. two-seater sailplane at the Woodford Aerodrome, near Bramhall, Stockport, every Sunday from 11 a.m. until dusk.

There are now vacancies for about half a dozen new members. The subscription of £2 7s. includes flying tuition and free attendance at lectures and cinematograph exhibitions at the College of Technology, Whitworth Street, Manchester, during the season. Further particulars may be obtained from the Publicity Manager, Manchester Gliding Club, 10, Crofton Street, Rusholme, Manchester, 14.

## Southdown Gliding Club

There has been an increase in the number of inquiries for membership of this old established club, and from over a very wide area. The pre-winter overhaul of machines and equipment has begun and such as are finished look and handle like new.

Training progresses steadily, the last week-end report showing a total of 100 flights (without mishap of any sort) put up by the beginners.

A fairly extensive and intensive survey is being made of the Downland areas nearer to Brighton itself, and there are prospects of satisfactory conclusion of negotiations whereby a very fine "all-round" area, most accessible by rail, bus and car, may be taken over by the club.

A representative group of high-performance enthusiasts went to Sutton Bank for the competitions.

The other Sunday we had a big surprise when Palmer turned up with a beautiful glider that had taken him two years to build. It is a two-seater B.A.C., the construction of which leaves nothing to be desired. Reffel looked the machine over and took her up by an auto-launch, and was so pleased with her that long passenger flights were started right away. Palmer has very kindly loaned the machine to the club (a tribute to our pilots) while our own two-seater is being overhauled. In the meantime his machine has been christened "L'Esprit d'Air," and she certainly acts that way.

**Week-end, August 18th and 19th.**—On these two days we lacked our star performers, so we had the primary out and got in a hundred flights without damage, Coombes doing very well and Fripp getting in twenty-one hops and flights. (If you want plenty of flying join the S.G.C.)

The end of a perfect week-end was somewhat spoilt by the Trojan's back axle pulling up on the spring. The other Trojan went to its help and promptly ran out of "juice." The cars (*sic*) were eventually put away, and we all agreed that gliding isn't so bad after all, and made all sorts of excuses for the Trojans, finally wandering off into the stilly night, tired but happy.

Please note, our Secretary has changed his address to: 7a, First Avenue, Hove, Sussex.

## Ulster Gliding Club

**Saturday and Sunday, July 7th and 8th.**—Site, Magilligan, with a 5 m.p.h. northerly breeze. The crowds on the beach were legion, and launching was carried out under extreme difficulties. Baster had one test flight in the GRUNAU BABY II., but no soaring was indulged in. He said he at once got the feel of the machine and felt entirely at home, especially on turns.

It is funny about these crowds. Two years ago we had hardly a visitor on the beach; now every week-end the strand is positively black with people. The same applied to Tyrella when we were training there. The explanation apparently is that people coming first to view the gliding realise what a magnificent place it is for a holiday and come again, bringing with them sisters, cousins, aunts and uncles, and children galore. The resultant chaos when an attempt is made to launch a machine may well be left to the imagination.

Miss Sproule had a ground-slide on R.F.D. and appears to be promising well. McKeown had seven ground-slides and three flights on R.F.D. This seventeen-year-old pilot also shows great promise, holding the machine perfectly steady and landing with skill. Liddell also flew it.

**Monday and Tuesday, July 9th and 10th.**—More training at Magilligan. McKeown excelled himself by doing times of 37 secs., 75, 69, 67, 62 with S-bends and all complete. He is now ready for KASSEL 20 and his "C" depends only on the weather.

An unfortunate occurrence marred an otherwise profitable day, when the towing cable fouled some people on the beach, thereby cutting one woman's leg rather severely and bruising another. This is the first time in almost thousands of launches that such a thing has happened, and we feel, naturally, extremely upset about it. Exaggerated stories about the affair led to much ill-feeling amongst the strangers, but the local residents were splendidly helpful and sympathetic.

**July 29th.**—The GRUNAU BABY II. was towed to Benbradagh, but an attempt made to reach the summit was foiled by greasy roads and lack of chains.

The caravan, therefore, set out for Hell's Hole, where, after much delay, due to an insufficient launching crew, she was thrown off the hill side into a barely 5 m.p.h. westerly breeze with Metcalfe as pilot. Nothing much in the way of height was possible (the best being 120 metres above the start, you can all do your own calculations), but an extremely interesting 25 minutes gave him (the pilot) a most favourable impression of the machine.

Firstly, she is rock-like in her rigidity. No groans, grunts, or horrifying rattles are present to mar the silence of her flight, which is serenely untroubled by bumps and gusts. Her rudder is grand, and an elevator, which is powerful without being fierce, makes a sum total of virtues which would be 100 per cent. were it not for the ailerons. These are, in his humble opinion, definitely disappointing and not as powerful as those on KASSEL 20. The stick is still too stiff admittedly, but even allowing for this they seem slow in response. Her stability, of course, reduces the need for sensitive ailerons to some extent, but personally we feel she could be improved with benefit. She is, though, wonderful to fly and we are eager to match her against SCUD II. In our opinion an extremely interesting comparison will be forthcoming and several private wagers are "on."

Your correspondent, having to remain impartial in print, says nothing, but you should hear him in private. Dear, oh dear! How heated we get sometimes.

A drop in the wind as Harris was launched let him down badly, so that after a few minutes' struggle to keep up he had to land below. It may be that this was all to the good, because the wind backed 180 degrees within half an hour, and the mental strain to a pilot trying to soar on the lee side of a cliff, ignorant of the wind's change in direction, was thus obviated. Flying time, half hour.

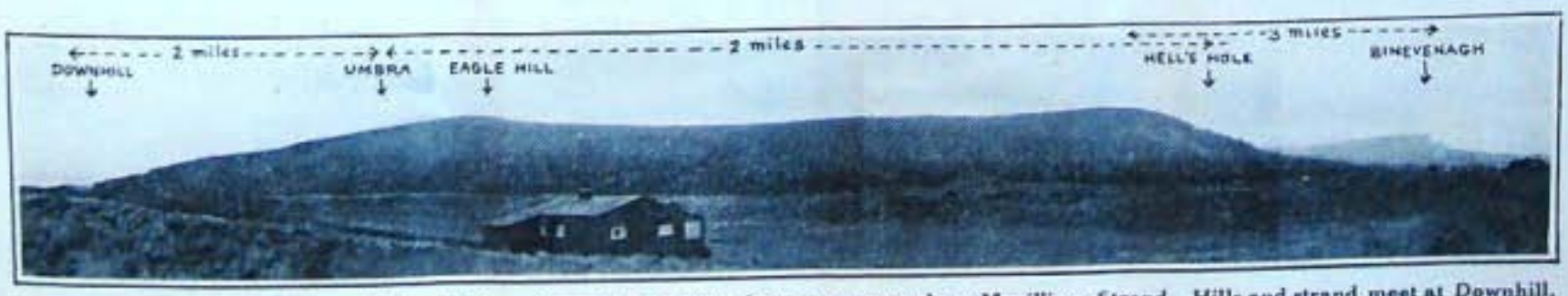
**August 12th.**—Site, Magilligan; wind W.N.W., 15-20 m.p.h. A simply perfect day—for ducks.

Intermittent showers and mist were enveloping the hill-top near the Umbra, but a clear patch allowed us to throw Liddell off in his G.B. II. for his first catapult launch in a sailplane. Everything went well and he was soon soaring 600-800 ft. above us, by which time we were unpacking the SCUD.

Came one or two patches of cloud around the GRUNAU, only to be ignored and played about in by its pilot. Came another, and GRUNAU pilot and soon the whole hill-top merged into a damp sticky mess, with a lot of rain and visibility may be 200 yards at our level. Fifteen minutes later we sighted him safe and sound on the beach a mile away below us. From his account the period intervening had been, to say the least of it, not too pleasant. He had very occasional glimpses of the white surf through thin patches here and there, but for five minutes he was literally blind and simply let go everything. The GRUNAU behaved as she was meant to behave by her designer (i.e., flew perfectly without any aid from the pilot) and though at one time we believe the cliff loomed up ominously close out of the pea-soup, all went well. He gave in to the pelting rain after fifteen minutes and got down safely in a clearer interval. He *says* he enjoyed it.

Harris was launched in the SCUD when the rain cleared off, and reached 1,000 ft. above his start. He also landed on the beach after half an hour.

Metcalfe flew her and was joined by Liddell again in his G.B. II., both being towed up from the beach. Maximum heights reached above sea level were SCUD II., 1,500 ft.; G.B. II., 1,400 ft. At one time, when SCUD was flying at 1,200 ft. with G.B. 150 ft. below, the latter picked up something funny and in ten seconds was as much above SCUD, but on the whole there seems to be very little difference.




**A panoramic view of the Ulster Club's chief soaring range, as seen from some way along Magilligan Strand. Hills and strand meet at Downhill, the Club's local headquarters.** *Photo by N. P. Metcalfe.*

Baster flew SCUD and for the first time in this machine he had an uneventful half hour which he thoroughly enjoyed. On the whole an excellent and instructive day. Flying time, 3 hours.

## Wilts Aviation and Gliding Club

The ZÖGLING has just had its port wing rebuilt, which was made necessary by an unintentional demonstration of "aileron drag at low speeds." By the simple expedient of fitting up temporary electric lighting in the hangar on the site, the work was accomplished in two weeks.

The club has now taken over an excellent workshop at its headquarters, and has a HOLS under construction.

At a meeting on August 25th, presided over by Capt. Gundry (President), Mr. Frank Maggs was elected Chairman to replace Capt. Kimber, who resigned the office, but who is still a member of the club. A resolution was passed to be forwarded to the B.G.A. protesting against the treatment that the club has received from that body, and also urging them to handle the matter of the subsidy in a representative manner.

On **Sunday, August 26th,** the machine was flown from the hill site at Pond Farm, resulting in two members qualifying for their "A" licences.

The club continues to make steady progress and now numbers twenty members. Its workshop activities are being made evident locally by the whining of an electrically driven circular saw in the early hours of the morning.

We have decided to admit, as temporary members, visitors from other clubs for a charge of 3s. 6d. per day, this applying to either skilled pilots or to those requiring instruction, and commend the idea to other clubs as a means of developing inter-club co-operation.

## Yorkshire Gliding Club

On **August 12th,** A. S. Robertson took his "C."

**August 19th** was a day when we hauled our very heavy DICKSON about the moor at Sutton Bank giving "flat-hop" training. It was a pleasant day with much hard work and the evening's rest was anticipated with great satisfaction. Then a man came. He eyed our HOLS DER TEUFEL Mk. II. with disgust. Our HOLS! Dear old HOLS, beautiful HOLS, on which we had spent such loving care in measuring, cutting and sticking together the bits a year before. He sent a message about it to a lot of other men who forgather to debate and who quarrel consistently, but who pay for each other's drinks when they meet in pairs. These same men deputed one of their fellows to tell us what to do with our HOLS, so we commenced to do it. Meanwhile, our ground engineer pulled another HOLS down his sleeve and said: "Ha, ha, you can't tell us what to do with this one for a month or two!"

**September 1st to 9th.**—Those competitions. Weren't they great? As competitions, perhaps not, but what a pow-wow, what joy of living, what an unrestrained dissemination of the essence of good fellowship. And, oh, what a mathematical Friday night. I/we/they obviously enjoyed every minute of my/our/their gliding holiday to the utmost. Kite flying, such as we had never dreamt of in our youth, and then to cast away the string, as to say:—

White horses I'll ride nevermore.
I depart where th' upcurrent is stronger.
I'll give you a loop or a roll e'er I land,
In an hour. Perhaps twelve, but no longer.

**WANTED!**

SECONDARY GLIDER OR SAILPLANE, also materials for building same.

Williams, 440, East Park Road, Leicester.

"MALLITE" or "APPCO" WATERPROOF
SPECIAL GLIDER- **PLYWOOD**
Manufactured by the
AERONAUTICAL & PANEL PLYWOOD Co., Ltd.
218-226, KINGSLAND ROAD, LONDON, E.2
*Telephone: BISHOPSGATE 3641*

*The best known and most used sailplane in Germany is the*

**Grunau Baby II**

It was in a machine of this type that Schmidt put up a World's Duration Record of 36 hours.

Numerous distance flights of up to 100 MILES have been achieved with it. It has been passed for Unrestricted Aerobatics.

The *GRUNAU BABY II* is being flown in ARGENTINA, CZECHOSLOVAKIA, HOLLAND, IRELAND, ROUMANIA, and SWITZERLAND.

Every 3 Days another *GRUNAU BABY II* leaves the works.

*Price ex Works* - - **RM. 1350**
Also parts. Ask for quotation.

FLUGZEUGBAU SCHNEIDER, GRUNAU, RSGB, GERMANY

*Agent for Great Britain, including Colonies:*
WALTER EXNER, 14, Cockspur St., London, S.W.1

**ROBERT BLEY**
FLUGZEUGBAU
NAUMBURG (Saale)

**WORLD'S RECORD SAILPLANE**
**"CONDOR"**
also separate parts, fittings, etc., for the same.

**GLIDERS AND SAILPLANES**
of various types supplied economically and quickly.

*Best Quality Material*
*High-class Workmanship*
*Send Us Your Order*

# BARGAINS
## you should not miss

*Each on approval for a small Deposit*

**Post Coupon To-day!**




*Reliable and Smart Lightweight Mac*

MO 31 Stylishly cut in lightweight Indiana fabric, this 3-piece Coat allows ample walking room. It embodies a bold storm collar to button and all the seams are taped and the buttons stayed. Ideal for the "outdoor" man. Reliably proofed and finished.
Colour: Fawn. Sizes: (Chest and Length) 36"/43", 38"/45", 40"/46", 42"/46", 44"/48".

**Bargain Price 10/6**

On approval for just **1/6** deposit, refunded in full unless you are satisfied. Balance **2/6** monthly, if preferred.




*Heavy Rubber Boot*

MB 43 Made to give long and efficient service. Grey uppers, grey coarse diamond soles, knurled foxing, friction lining. Invaluable where water or excessive damp is encountered. Health's finest safeguard. Sizes range from 6 to 11 (no half sizes).

**Bargain Price 18/3**

On approval for just **2/-** deposit, refunded in full unless you are more than pleased. Balance **3/6** monthly, if preferred.

## SPECIAL BARGAIN OFFER

| MB 43 DETAILS | MO 31 DETAILS |
|---|---|
| Size ..... | Chest ..... |
| Sizes 6 to 11 (no half sizes) | Length ..... |

PLEASE send me, on approval, article indicated at Present Bargain Price stated above.
I enclose the necessary deposit, together with **6d.** for postage, and will pay balance of price either in one sum or by the stated monthly instalments. If I return the article unworn at once, you will refund my deposit.
**Enclose Coupon with full name and address and Postal Order crossed thus / /.** *Overseas and Irish Free State, full cash only.*
*Sailplane & Glider.* October, 1934. No. 899.

*AMBROSE WILSON, LIMITED*
*899, Ambron House, 60, Vauxhall Bridge Road, London, S.W.1*



# GLIDER ELASTIC LAUNCHING ROPES

**for full particulars please write to the Sales Director:—**

## LUKE TURNER & Co., Ltd.
## LEICESTER

*Contractors to H.M. Government*



". . . unless you have *Confidence* in yourself and your machine, you cannot hope to be a successful sailplane pilot."

The
## Strength & Reliability of Slingsby Sailplanes Inspire Confidence

ALL TYPES OF MACHINES, SPARES, MATERIALS AND TRAILERS

Improved Primary Trainers, complete with C. of A. ex works **£52 : 10**
(Special prices for quantities)

## F. SLINGSBY
QUEEN ST., SCARBOROUGH
Telephone: 660

*Maker of the well-known British "Falcon" series*

**BRITAIN'S LEADING SAILPLANE**

**The A.B.**

# SCUD II

**ALL BRITISH DESIGN AND CONSTRUCTION**



**£125** AT WORKS

**Inc. C. of A. and A.S.I.**

**TRAILER £45**

Our newly equipped glider works, staffed by picked aircraft craftsmen, is in a position to undertake any type of glider construction or repair work.

**PRIMARY TRAINERS £52 10s.**

**Inc. C. of A.** **AT WORKS**

**MATERIALS, SPARES AND EQUIPMENT**

**FROM A SCUD PRIVATE OWNER**

*Dear Sirs,—Thank you very much for doing the work free for the renewal of the C. of A.*

*It may interest you to know that during the last two years my Scud has been flown at Askam near Barrow-in-Furness, at Dunstable, Ingleby Greenhow in Yorkshire and Sutton Bank in Yorkshire, from near Alston in the Pennines and from the South Downs.*

*The handiness of the Scud made these expeditions easy, and its robust construction was needed for the heavy landings that sometimes occurred in strange places.*

*You must have heard already of its flying qualities, efficiency and manoeuvrability.*

*May I say, therefore, how pleased I am to have this excellent sailplane, and how much pleasure I have had from it.*

*If this letter is of any interest and you would like to use it, please do so.—Yours sincerely.*

● **STRENGTH** The only repairs required for C. of A. renewal on above machine after two years: repainting fittings.

● **EFFICIENCY** An A.B. Scud II established a *British height record of 7,950 feet* and won more prizes than any other machine at B.G.A. Contest, 1934.

● **PORTABILITY** The most practical sailplane ever designed. Easiest to erect and launch. May be operated by two men and car.

**ABBOTT-BAYNES SAILPLANES**

**FARNHAM . SURREY.** - Tel. Farnham 682



# SAILPLANES

THEIR DESIGN,
CONSTRUCTION & PILOTAGE

*By* **C. H. LATIMER NEEDHAM**

M.Sc. (Eng.) Lond., F.R.Aë.S.

"Provides the completest information on the subject of gliding and soaring yet made available in English. . . . This is a book which everyone interested in gliding and sailing flight must possess."—*Morning Post.*

"A model for what this kind of manual should be . . . the best book of its kind that has yet appeared and should most certainly be acquired by every gliding club in the country."—*Air and Airways.*

*Demy 8vo, 288 pages, 196 illustrations*
*15s. net, postage 9d. Prospectus free on application*

CHAPMAN & HALL, LTD., 11, HENRIETTA STREET
LONDON, W.C.2



**ELLIS'S HANGAR**

**(No. A7)**

**£107 10 0**



*As supplied to many Gliding Clubs for the efficient housing of Sailplanes, Gliders and Small Airplanes. Carriage paid within 100 miles of works. Easy terms arranged.*

**SPECIFICATION** 50 ft. long, 30 ft. wide, 8 ft. to Eaves, 15 ft. 6 ins. to Ridge. In complete sections for easy erection. Walls ⅞ in. T.G. and moulded weatherboards on 3 × 2 framing. Iron-bound principals to roof, strengthened with iron tie rods and brackets. T. and G. boarding covered good quality roofing felt, finished with barge boards. Three windows, each side, 21 oz glass. Max. door opening fitted each end single hinged doors and removable shutters.

***Ellis's* GARAGES**



**Other models include:**
"Marvel" from £3 10 0
"Super" from £4 5 0
"Hendon" from £6 10 0
"Reliance" from £8 10 0
"Italia" (all steel) from £8 16 0
"Villa" from £10 11 6

**From £12/5/6** **The 'RAINHAM'**

| | | |
|---|---|---|
| 12'x 8'x6'x 8' | £12 | 5 6 |
| 14'x 8'x6'x 8' | £13 | 13 6 |
| 16'x 9'x7'x 9' | £17 | 13 0 |
| 20'x10'x7'x10' | £22 | 6 3 |

Available on Easy Terms

*Carriage paid in England and Wales.*

Strong framing with 1in. weatherboards to string course. Upper portion of asbestos sheets with broad wood overlays. Roof framed of principals and purlins with covering of Italian Pattern Galvanised Iron. Half glass doors strongly framed and braced. Despatched in sections, all nuts and bolts supplied.

**Send for FREE CATALOGUE**

**G. ELLIS & CO.** Combe Wharf, Gainsborough Road — London, E.9


Published by H. O. DAVIES, 13, Victoria Street, London, S.W.1, and Printed by HICKS, WILKINSON & SEARS, 4, Dorset Buildings, Salisbury Square, E.C.4.