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OFFICIAL ORGAN *of* THE BRITISH GLIDING ASSOCIATION
Editor: ALAN E. SLATER



W. A. Stevens flying the Furness "B.A.C. IV" over Duddon Estuary

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A Club Memorandum

WE have received from the Furness Gliding Club a memorandum expressing the club's views with regard to the most useful method of applying the Government subsidy. It is being circulated to all the clubs with a view to putting before the Director of Civil Aviation the views of the gliding clubs as such. The Furness Club is typical of a large number of clubs which, though having populous districts to draw upon, have been prevented from making the most of such an opportunity through being unable to afford just those extra facilities needed to do so. It is the opinion of the club, backed by some five years' experience of training *ab initio* pupils, that the provision of these facilities would put such clubs on a secure basis, and in a fair way to be self-supporting on a membership subscription small enough to be attractive. As an example of the minimum needs of each club they suggest :—

(1) a permanently secured flying ground, suitable for training up to "C" stage,
(2) hangar accommodation and workshop,
(3) more machines,
(4) a second-hand car for launching, recovery and transport.

The club believes that "the time is not yet ripe for embarking on any ambitious scheme of research, nor for making a large centralised training establishment," and that "it is quite useless to think of making existing membership of any particular club a criterion of the extent to which assistance may usefully be afforded. Facilities must be provided first and membership will follow." In these respects the club is in disagreement with the suggestions made in the final section of a memorandum circulated privately in August by some members of the B.G.A. The latter suggested the immediate establishment of a central flying school with a scientific and meteorological research station, and that financial assistance to a club for providing special facilities should not be given unless a certain minimum number of its members had first been fully trained at the central school. The Furness Club claim that their proposals fulfil the first and immediate essential of getting people into the air continuously throughout the year in large numbers. The views of those who are in intimate first-hand contact with the problem of doing so, i.e. the clubs, should be really valuable, and, as far as we are aware, many of those with the greatest experience in such matters have already reached, quite independently, much the same conclusions as the Furness Club.

Capt. Latimer-Needham

AT the end of this issue appears a formal notic the resignation of Capt. C. H. Latimer-Needham f the chairmanship of the Technical Committee of British Gliding Association. But it is only right the bare bones of this announcement should be ampl with a tribute to the tremendous amount of work w Capt. Latimer-Needham has put in, without pecun reward, in the exercise of his functions in that capa The work of the Technical Committee is for the m part carried out away from the public gaze, and so people realise what it entails, especially upon committee's chairman.

Capt. Latimer-Needham is the first British pilot, he having obtained that distinction on June 1930. He was an instructor to the London Glid Club during the first two years of its existence, has also been Club Captain. His articles on F Flight in THE SAILPLANE have aroused great inte both here and abroad, and it is to be hoped that t will be able to appear some day in more perma form, as a book on the subject by a properly quali author has yet to be published.

Capt. Latimer-Needham can be assured of general desire that his relinquishing of his posi will not lead to any severance of his connection w the gliding movement as a whole.

Our Cover Picture

THE photograph reproduced on our front cover sh W. A. Stevens, of the Furness Gliding Club, soar over the Askam-in-Furness site, where the Ann Competitions of the British Gliding Association w held in 1932. During the flight, which took place summer and lasted 1½ hours, the pilot reached 2, feet, and made his first attempt at circling. machine was built by club members. In the dista is Black Combe, from which a visiting team did so interesting flights early last year. (Photo by C Armer; enlargement by Vernon Foster.)

Notice to Subscribers

ORDERS for copies of THE SAILPLANE, and co spondence relating thereto, must be addressed to Publisher (13, Victoria Street, London, S.W.1), not to the Editor; otherwise there may be delay getting the matter attended to.

Sutton Bank Competitions

British height record for sailplanes.—The barograph record of Mr. G. M. Buxton's flight from Sutton Bank to Middlesbrough on September 4th, during which he reached a height provisionally estimated as 7,970 feet, has now been homologated. The figure given is 2,537 metres, which is **8,323·5 feet.**

Official figures for the other two British records have also been communicated by the hon. secretary of the British Gliding Association.

The duration record of Mr. J. Laver on September 9th is given as 12 hrs. 20 mins. 48 secs., and the distance between the start and finish of Mr. G. E. Collins's flight from Dunstable to Holkam Bay, on August 5th, is now given as 95 miles.

Mr. Howard-Flanders writes interpreting a correspondent's remarks about Mr. Buxton's barograph in our last issue (p. 172, last paragraph but one) as a slight upon his work as Time Keeper. We do not think any other reader would have read it in this light. Actually the paragraph was written as a useful hint to future record-breakers. Mr. Howard-Flanders states that the barograph was unsealed, opened, and the pen lifted off before sending it to the Royal Aero Club for homologation. The blotting may therefore have occurred on the journey from Middlesbrough back to Sutton Bank. Our correspondent was given to understand that the barograph would not be unsealed, and was unaware that it was opened later.

Mr. Percy H. Baster, ground engineer to the Ulster Club, writes making a further correction to the "score" of repair work due to crashes at the meeting. The GRUNAU BABY II., after being blown over on the ground on September 8th, was repaired by him after its return to Ulster, not by Mr. Slingsby. Mr. Baster, by the way, has now joined the ranks of the professional builders and repairers of gliders and sailplanes; his address is 144, Holywood Road, Belfast.

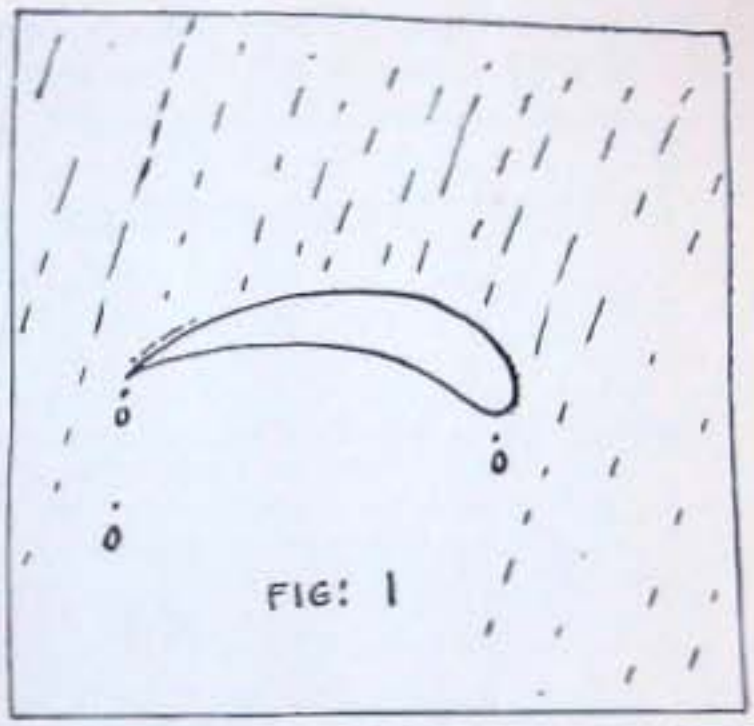
He also writes in regard to the repairs to the TERN, which were carried out on the spot by members of the Southdown Club: "I could not help admiring at Sutton Bank the organisation of this club when their machine was badly damaged. There were evidently no arguments or quibbles, and all members got to work with a will, even to relays of workers through the night, so that members of their club could proceed with flying again as soon as possible." And he points the moral for the B.G.A.!

Mr. A. H. Reffell writes pointing out that this damage prevented the TERN taking part in the thunderstorm flights, and complains that the matter wasn't mentioned before. It was, but in one of the many paragraphs which had to be sacrificed to make our account fit into the space available. He also wishes it stated, in fairness to Messrs. Airspeed, the machine's builders and owners, that on September 9th, when he did 5 circuits (White Horse to Whitestone Cliff and back) in the TERN, he had to make use of cloud lift, the wind not being up the west slope as it was later in the day when another machine did 7 circuits. (The latter, however, it is only fair to state, made use of cloud lift during an up-wind excursion.)

Ilam Hall, Dovedale, which was used as headquarters during the national gliding meeting of June 27th-28th, 1931, is to be converted into a Youth Hostel.

Controlling Factors in Sailplane Design

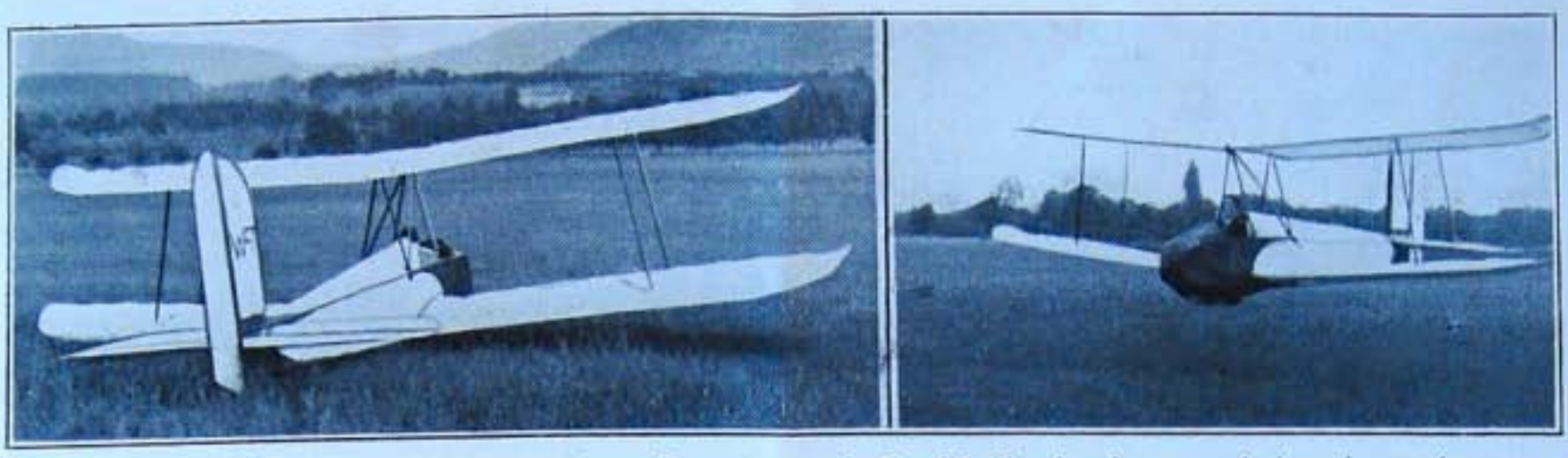
AFTER the September issue had gone to press, we discovered that an article on this subject, by "Kentigern," had been inserted to fill up the space left by a lost manuscript, but that the Fig. I. and Fig. II. referred to in the text had been omitted. Many readers missed the point in consequence.





Here are the "Figures," and here is the relevant paragraph:—

"For the wing section, I know of only one important consideration. It is governed by the climate, which makes it necessary that the wing shall in normal years act as a satisfactory roof during the rain which predominates on soaring days. (Fig. I.) This factor was entirely neglected, and a bi-convex wing section was used in an otherwise successful British sailplane, to the acute dissatisfaction of the pilot and crew during the downpour which followed its first soaring flight. (Fig. II.)"



The Swiss biplane training glider described in our September issue by Otto Frischknecht, who now sends these photographs. It proved too fragile for the beginners' rough landings.

A Voice from the Past

A CORRESPONDENT writes:—"It is not, I believe, generally known that Hamlet, Prince of Denmark, was a glider pilot of bitterness and experience. That this was the case is clearly shown by the following little-known extract from his recorded speeches, which I take the liberty of sending in the hope that it may interest your readers."

* * *

To fly or not to fly; that is the question.
Whether 'tis better on the hill to suffer
The Slings and Baynes's, with umbrageous Falcons,
Or to take wings against a sea of troubles
And thus to await the end? to stall, to spin,
To crash. And by a crash to say we end
The wind-up, and the thousand natural shocks
The flesh is aired to. 'Tis a consummation
Devoutly to be wished. To fly, to glide;
To glide! perchance to soar. Ay, there's the rub,
For in those troubled clouds what nightmares lurk
To help us shuffle off this mortal coil
In customary suits of solemn black
Must give us pause. There's the respect
That makes calamity of so much time,
For who would bear the quips and scorns of others,
The successors' wrong, the instructor's contumely,
The pangs of hope deferred, the wind's delay,
The insolence of office, and the turns
The patient merit of the unworthy takes
When he himself might his quietus make
With a full tankard. Who would bunjies bear
To grunt and sweat under a weary life,
But that the hope of something yet to come—
That undiscovered country from whose bourn
Mungo alone returns—puzzles the will
And makes us better bear the ills we have
To fly to others that we know not of.
Ambition may make pilots of us all;
And thus the native hue of resolution
Is sicklied o'er with the pale cast of thought
For enterprises of great pith and moment
Which in the event their currents turn awry
And lose the name of action.
[*Enter the spirit of the B.G.A., wringing its hands.*]
But soft! the fair Ophelia*
Ope not thy ponderous and marble jaws
But get thee to a nunnery! Go!

* From 'ωφελειν ἐλτον—"desirous of a place in the sun."

From Here and There

Aeroplane in down-draught.—Early in November an inquiry was held by the Sheriff at Dundee into the crash of a joy-riding aeroplane in July, whereby the two passengers were killed. The jury, according to *The Times*, unanimously found that the accident was the result of a down-draught *and* that no blame could attach to the pilot.

* * *

Any soaring experience?—Sir Hubert Wilkins has reported that Mr. Balchen, pilot of the Ellsworth Expedition, "dropped into an air pocket while flying over Deception Island in a violent gale, but was able to make a safe landing on snowfields." The fuselage and one wheel were damaged, and "the airmen were stranded for two days in a most desolate region."

* * *

South Downs Preservation Bill.—This Bill, which might have proved a hindrance to gliding, was thrown out by a Select Committee of the House of Lords on November 1st. *The Times* Brighton Correspondent understands that some compromise between the interests concerned is now likely to be found, and that, amongst other things, "some facilities will probably be available on the Downs for gliding."

* * *

This Gliding.—"As a new member of a gliding club, when your turn comes you take your seat in the pilot's cockpit, and are then towed down the hill by other members of the club by means of ropes attached to the wing tips. As the glider gains speed you will gradually ascend to a height of about 40 ft., and by means of these ropes those towing are able to correct the mistakes which you will undoubtedly make."—From *Practical Mechanics.*

* * *

Pigeons to the Rescue.—At the soaring centre at Laucha, according to the *Leipziger Neueste Nachrichten*, a pigeon-cote has been installed. It is proposed to keep a stock of carrier pigeons and give each long-distance pilot one to take with him, which he will release with a message as soon as he lands. This will not only get quick news of his whereabouts to head-quarters, but will avoid his having to leave the sail-plane to be chewed up by cows while he goes in search of a 'phone.

Two Kinds of Gust for Soaring

By S. L. WALKDEN

WHEN there has been obtained an anemometer record of the wind for a time t seconds, and we have measured on the feet per second *velocity* scale the whole length l of the recording line, we know l/t or the average f.p.s.p.s. acceleration, a, of the wind, so that we may say the wind will keep soaring level or upward a bird or glider with a mean effective gliding angle no worse than 1 in g/a, or 1 in $g/(l/t)$, or 1 in gt/l. But consider now the case of pure albatross soaring, as recently described in THE SAILPLANE, and suppose that in the wind over the sea we place the recording anemometer. Since each layer of wind is supposed to be blowing quite steadily although higher layers are supposed to be blowing faster, the anemometer reading must be quite steady, revealing no air acceleration at all, because *there is none*. But the albatross is nevertheless in a head gust and soaring with ease, so there is evidently gustiness and its soarability of a kind not depending on air acceleration and not revealable by just one fixed anemometer. That ought further to encourage the gust soaring experiments, because when, as so often the case, an anemometer record declares sufficient gust soarability, the whole gust soarability is likely to be much greater still.

The fact is, that although where a bird or glider is situated the air may not be accelerating at all, the bird or glider may often be in a useful head gust whenever the air in front of the glider is closing in towards the air in which the glider is situated. Just suppose, for instance, that the air in front is moving faster towards the bird, not a feet per second *per second* but a_d feet per second *per foot distance* further in front. Then the bird, simply by reason of its headway of V feet per second carrying it into air that is moving faster and faster, develops *for itself* an acceleration of head gust effect of $V \times a_d$ feet per second *per second*. That impresses upon the bird an acceleration of headway of Va_d feet per second per second, to help the soaring. It does happen the albatross cannot collect the soaring head gust without pointing uphill at a slope of nearly or about 20 degrees, to reach the faster air, for which slope the backpull of gravity makes a stoppage of headway of $32.2 \times \sin 18$ degrees, or about 10 feet per second per second additional to the g/n feet per second per second of the drag resistance. So evidently, for the bird to go up steadily, we must have $Va_d = (g/n + 10)$, or $n = g/(Va_d - 10)$. So if V is great n can be inferior, and it is curious and noteworthy that considerable headway V compensates for a poor gliding angle. But it is really very natural, seeing that *this* kind of helpful gust, Va_d, is strengthened in proportion to the rapidity of flight through the air.

As to other differences, in the case of an ordinary acceleration gust the soaring bird or glider must take care to face the one direction or side from which the air is accelerating, for when it faces the other way it experiences a rear gust and stoppage of headway. But in this other kind of gust, since the bird or glider derives its head gust from flying rapidly through the air that is closing in along the line of the flight path, an exact reversal of the direction of flight necessarily obtains *exactly the same head gust*. The albatross, for instance, going up against the wind over the sea, can and does find just the same helpful gust on similarly coming down with the wind. It seems, indeed, to amount to this: The air at every instant has what really should be called "Velocity Structure," or differences of velocity from place to place, and a bird or glider by rapidly crossing that velocity structure creates for itself the effect of a gust. The name "Structure Gust" seems to suggest itself, whenever it is necessary to distinguish this gust from other kinds like the acceleration gusts.

Although a structure head-gust is still a head gust when the bird reverses its flight, of course there are the less wanted structure rear-gusts. They evidence themselves at places where the air is stretching out along the line of the flight path. The albatross, for instance, would be in a rear gust, and losing headway, if it unwisely directed itself obliquely upwards *with* the wind and downwards *against* the wind, seeing the air is stretching out along such flight paths. However, the conclusion must be, that acceleration gusts and structure gusts do both exist in the air, so it is a thing to keep in mind that there must be a lot of structure gust soarability about which the ordinary anemometer records are uninformative. Very fortunately, though, it too is obtainable by the same rule of heading into the gusts, with a little more emphasis on the negative rule of dodging aside from and not facing each rear gust. It would be interesting perhaps to consider whether circuital aerial movements like those described and illustrated in the "cells" on page 59 of your April issue, might not be expected to furnish as much structure gust soaring as any other kind, since the air seems not so much accelerating as having different velocities at different places.

More on the Sutton Bank Site

By CORUNUS

"DIE-HARD'S" article in the November issue of THE SAILPLANE crystallises the general feeling that Sutton Bank will have a particularly valuable effect in the training of pilots to a degree possibly more advanced than is readily acquired at Dunstable.

In connection with the "minor crashery" described, however, it must be remembered that during the meeting over one hundred and six hours' flying was done in eight days—more than is done by the average club in a whole year. Bearing this in mind, the list is not too bad, though it will certainly be reduced with experience of the site. Every site has to be pioneered—and the process is much shortened by articles such as "Die-Hard's." Even the intricacies of the Bowl at Dunstable have been mastered only by hard and oft expensive experience.

A site so fundamentally different as is Sutton Bank may allow different training methods, and it will be extremely interesting to try the capabilities of two-seater dual instruction. The writer personally believes that this may produce a quite sensational reduction in the average training time required to get pilots up to "C" standard. Such a reduction is one of the vital advances to be made in the near future. Club committees know bitterly the large percentage of new members which has in the past dropped out each year through dissatisfaction at their rate of progress.

In fact, this figure might well be made a sort of "prosperity index" of a Club and the Gliding Movement generally.



The nose and tail of the new German sailplane "Sao Paulo," type "Fafnir II," on which Heinrich Dittmar set up a world's distance record in August. This has now been recognised by the "Fédération Aéronautique Internationale," and the official distance is given as 375 km., or 233 miles. Note the balanced elevator. The wheels are temporary, for ground transport. Span, 62 ft. 4 ins.; length, 24 ft. 7 ins.; wing surface, 205 sq. ft.

Photos by C. L. Bell

S. P. Langley Centenary

THE year 1934 cannot be allowed to pass out without mention of Samuel Pierpont Langley, the centenary of whose birth fell on August 22nd. Langley, who was born at Roxbury, Massachusetts, in 1834, and died in 1906, holds an honoured place in the history of aeronautics, though he was chiefly known in his lifetime as an astronomer, and did very valuable work in extending the spectrum of the infra-red rays by his invention of the bolometer. His special interest for us lies in his study of the possibilities of soaring flight, especially the kind that should be possible by extracting energy from irregularities in the wind, upon which problem we have published this year several interesting letters from Mr. S. L. Walkden; the subject has also been treated by Capt. Latimer-Needham in his articles on the soaring flight of birds.

Langley began his adult life as a civil engineer and architect; then, at the age of 31, after a tour in Europe which included visits to many observatories, he suddenly switched over to astronomy, and as a result spent twenty years as Director of the Allegheny Observatory and Professor of Physics at Pittsburgh. In 1887 he transferred to the famous Smithsonian Institution at Washington, whose secretary he soon became. It was here that his serious work on aeronautics really began, of which the "Dictionary of American Biography" remarks that "the greatness of his contribution to aviation depends not only on his pioneering laboratory investigations and successful long-distance flights of large power-driven models, but on the very fact that a man of his reputation should have adventured it in a field at that time so much ridiculed."

His power-driven tandem monoplanes, which flew 1,000 yards and 1,400 yards respectively in 1896, were the first successful model aeroplanes, and were followed by a man-carrying machine of similar design in 1903, which, however, never got into the air owing to damage in launching. But the design proved its worth when a French tandem monoplane glider put up a world's duration record of 3 hrs. 22 mins. at the Itford Hill meeting of 1922. (See THE SAILPLANE for March 31st, 1933, *re* tandem-winged aircraft.)

By the end of last century he was writing of "the next stage, which is the commercial and practical development of the idea"; thus did Langley, like so many other pioneers, desert the ideal of natural flight for the mechanical variety.

For much of the information given here we are indebted to Mr. G. T. Richards, Senior Lecturer at the Science Museum, South Kensington; and especially concerning Langley's important work on "The Internal Work of the Wind," published in 1893 in "Smithsonian Contributions to Knowledge," Vol. 27, No. 884. In this Langley describes how, after making observations of soaring birds, he was led to investigate the internal pulsations of an apparently steady wind by noting the rapid fluctuations when using a very light and frictionless form of anemometer. In an explanatory footnote on p. 5 Langley remarks:—

"It will be noted that the fact of observation here is not so much the movement of currents, such as the writer has since learned was suggested by Lord Rayleigh as long ago as 1883, still less of the movements of distinct currents at a considerable distance above the earth's surface, but of what must be rather called the effect of the irregularities and pulsations of any ordinary wind within the immediate field of examination, however narrow. . . . See the instructive article in *Nature*, April 5th, 1883. Lord Rayleigh remarks that continued soaring implies: '(1) that the course is not horizontal; or (2) that the wind is not horizontal; or (3) that the wind is not uniform.' 'It is probable,' he says, 'that the truth is usually represented by (1) or (2); but the question I wish to raise is whether the cause suggested by (3) may not sometimes come into operation.'"

Mr. Richards adds: "Langley was therefore the first to seriously investigate, by numerous measurements and experiments, the value and frequency of dynamic pulsations, from which he was able to postulate a theory that dynamic soaring as envisaged by (3) implied no violation of the laws of Nature."

Aerial baptism.—At the opening of a new gliding centre at Alt-Töplitz, near Potsdam, the ceremony of naming a new primary glider was accompanied by the pouring of liquid air on its nose.

Correspondence

J. A. Lawford Memorial

SIR,

We are earnestly desirous of perpetuating the memory of the late John Ashton Lawford, who, joining this Southern Gliding Club at its inception, became one of its strongest pillars of support, and rendered valuable service to the Gliding Movement generally. To this end a memorial fund has been opened, and it is hoped that a sufficiently adequate sum may be raised for the memorial to take the form of a hangar to be erected on the proposed new site, near the Devil's Dyke, Brighton, considered to be one of the finest all-round sites in the country.

The memorial would then take the form of a fairly large structure of a sectional nature, which would serve as a club house, hangar and repair shop; and, in view of the anticipated club development, this form of memorial would seem particularly apt. It is estimated that the structure, which would contain a commemorative mural tablet and a roll of subscribers, would cost about £350 to £400.

It is thought that many of those who knew him would wish to have the opportunity of considering these proposals, and it is earnestly hoped that they may kindly feel disposed to support the project.

Contributions to the fund will be most gratefully received and acknowledged on behalf of the committee by the treasurer to the fund, Dr. V. C. Hackworth, Two Gables, Pembroke Gardens, Hove.

A. YORK BRAMBLE,
Hon. General Secretary,
The Southdown Gliding Club.

The Memorandum

SIR,

I cannot but feel that you have allowed yourself to give vent to a certain amount of partisan feeling in the leading article of the October issue of THE SAILPLANE.

In order that your readers may be in a position to judge for themselves the merits and demerits of our circular, I enclose a copy, and invite you to publish it in the next issue, together with the following observations.

Not one of the subscribers to the Memorandum has written to withdraw his support.

Your statement that "at numerous meetings the group has proved itself a minority" is inaccurate and misleading to your readers. The only occasion on which the proposals have been defeated by a "minority vote" was on the occasion (before there had been any conversations with the Air Ministry) of the Special General Meeting, 16.7.34, called in order to consider certain proposals for amending the constitution. The voting was, for the amendment of the rules, twelve; against, fourteen. The chairman then called for proxies, and five were produced on behalf of the amendment. Consequently the "majority" of three, which was insufficient to put into force any alteration of the rules, was based on the votes of those who were not present at the discussion.

The minority on this occasion consented (for the sake of peace) to a substantial concession, but it was found that peace was not to be found by compromise.

Your article does not mention that immediately before the meeting started a Council Meeting elected four new members who were all observed to vote for the suggested alterations. This, plus the proxies referred to, shows that a determined effort was made to carry the attack, yet it failed against the unorganised "so-called" minority.

It will be seen from a perusal of the Memorandum and the covering letter of Mr. Gordon England, that there can be no possible excuse for assuming that it had been issued by the B.G.A., or by any other than the original subscribers.

It is true that we invited the Gliding Fraternity to stand by the British Gliding Association as at present constituted, and defended the work done. We still hope that the Association will be allowed to carry on without spending all its spare time in disputing over "constitutions." It may be advisable to state here that no alteration of rules can be as effective as co-operation, and that with the present ill-advised bickering no change of rules could produce peaceful working. Moreover, almost any change in the working of the B.G.A. can be effected without alteration of the rules.

You suggest, sir, that we have never made it clear why we object to the B.G.A. being made into a "fully representative body." Our attitude is, of course, that the B.G.A., as constituted, is already fully representative of every gliding interest in the country, and that the proposals to which we objected would have the effect of limiting the effective representation of the weaker clubs and those interests which are outside club organisation.

May I point out that those who object to the present constitution have never set out their case in writing, and it is surely surprising that they should neglect the opportunity, now given them by the issue of our Memorandum, to point out our errors one by one. Which are the facts in the Memorandum that it is suggested are inaccurate? We agree that the quantity or quality of our critics is a matter of opinion, but we have not seen any reason to change our opinion.

You say that the last Council Meeting failed to approve the Memorandum. The facts are that it was presented to the Council but, in the circumstances of the then negotiations with the Air Ministry, it was agreed not to discuss it at that time, but it will, if necessary, be raised again on an appropriate occasion.

Commander Perrin, Secretary of the Royal Aero Club, kindly attended one of the B.G.A. meetings to explain the workings of the A.L.A.C., but he agreed quite definitely that the duties of that body were by no means as multifarious as those of the B.G.A.

The Council of the Light Aeroplane Clubs has no say in the allocation of Government subsidies. Their sporting activities are looked after by the Royal Aero Club. Their C.'s of A. and technical matters are governed by the Air Ministry.

Private owners, individual pilots, etc., do not enter into the A.L.A.C. at all.

The gliding subsidy, as stated by the Air Ministry, is to be employed for several divergent purposes and, moreover, it is the Air Ministry's intention that it should be administered by a national gliding body.

S. WHIDBORNE.

The Reply

Our article echoed the widespread resentment which has been aroused by certain passages in the Memorandum, the circumstances in which signatures were obtained for it, and the use to which it was then put.

In the Memorandum the following statements were made :—

> (No. 1) "We feel that it is only right, at this stage, to state frankly that certain disagreement with the policy of the British Gliding Association exists among a small group."
>
> (No. 2) "We deplore that at this time representations should be made to the Air Ministry that there is a substantial measure of dissension within the British Gliding Association when criticism is, in fact, limited to a mere handful of members."
>
> (No. 3) "We ask all impartially minded people in the gliding community to show a united front, and to stand squarely behind the British Gliding Association as the national body that should administer the proposed funds."

Mr. Whidborne claims that the B.G.A. is "fully representative of every gliding interest in the country." On August 25th, 1933, the largest and most active club (the London) decided to disaffiliate from the Association. It is still disaffiliated.

Mr. Wills (hon. treasurer of B.G.A.), who did much work in straightening out the affairs of the B.G.A. office some months ago, wrote in our last issue that "anyone can now examine the records and see for themselves how first one club or person and then another became first irritated, then infuriated, by the incompetence of the B.G.A." Every effort has been made in the past to hush up these complaints, with the knowledge of Mr. Whidborne (see our Correspondence columns of December, 1933, page 230). Now read paragraph No. 2, sent out to obtain signatures from those who had not his knowledge.

The supporters of "No change in the Constitution" were evidently in a minority on February 23rd this year, when, at the Annual General Meeting of the B.G.A., a committee was set up to reconsider the rules of the Association. Since then we have "stood squarely behind the B.G.A." in its attempts to carry out the reforms wished for by the majority. Mr. Whidborne, whose group has failed to stand behind the B.G.A. in this matter, either squarely or otherwise, characterises our action as "giving vent to partisan feeling"! The blocking of majority policy by this group has given rise to that "disputing over constitutions," etc., which Mr. Whidborne so deplores. Now read the first sentence of paragraph No. 3, up to the word "front."

Our next exhibit is the B.G.A. General Meeting of July 16th, where the Rules Committee's unanimous proposals were voted upon; the figures were 17 in favour and 14 against. (The majority being less than two-thirds, its wishes could not be put into effect.) The so-called "unorganised" minority included three or four who, at the last moment, qualified themselves to vote by paying their subscriptions. The majority included four who also qualified for a vote at the last moment; these were not brand-new but former members who had resigned from the Association through dissatisfaction with the conduct of its affairs, and very properly re-joined as soon as there was a prospect of a change for the better. Now, bearing in mind that the promoters of the Memorandum were, at this meeting, in disagreement with the policy of the B.G.A., please read paragraph No. 1.

On November 1st there was held a General Meeting of the London Gliding Club, the club into which most gliding enthusiasts who happen to live in and around London naturally gravitate, and whose views on this matter are also shared by leading provincial clubs who, with the London Club, do most of the flying. The club discussed a motion that it re-affiliate to the B.G.A., *provided that the latter body revises its rules and constitution in a manner which ensures that the majority control of its affairs is vested in the representatives of its affiliated clubs.* There voted 64 for this resolution and 1 against, with 1 abstention. Now, the Memorandum was sent out in August over the signatures of 7 persons, 5 of whom are members of the London Club. Of these, 4 attended the London Club meeting in November, and how did they vote? Look at the figures. Evidently Mr. Whidborne's boast that "Not one of the subscribers to the Memorandum has written to withdraw his support" is without significance.

We know of others who signed the Memorandum and now wish they hadn't. Evidently they also haven't troubled to cancel their names, probably being by now fed up with the whole business, and we don't blame them. That some of these, and others who didn't sign, imagined the document to have been sent out by the B.G.A. is not surprising. In addition to the paragraphs quoted above, the Memorandum included mention of work done by and on behalf of the B.G.A., details of its constitution, and statistics which could only have been obtained from its office files. Even the Press was wrongly informed (e.g. *Sussex Daily News*, August 22nd: "I hear that the British Gliding Association has got out a scheme by which a Government subsidy of £5,000 . . . might in their view be usefully allocated").

Mr. Whidborne does not deny that the issue really dealt with by the Memorandum is whether the subsidy shall be given to a B.G.A. with the old constitution (and the largest club disaffiliated from it in consequence), or to a national body, preferably the B.G.A., on which the clubs should have a majority control of its affairs. A change to the latter *cannot* be effected without alteration of the rules. The old constitution allowed the Association's policy to be controlled by "those interests which are outside club organisation," and Mr. Wills has told us what happened. (Mr. Whidborne would have us believe that he and his friends take the attitude that they do largely in order to defend the "weaker clubs"; whereas the truth is that the scheme of reconstruction, put forward by the Rules Committee, and blocked by Mr. Whidborne and friends, would have put majority control of the Council in the hands of the weaker clubs. His last paragraphs are beside the point; it has not been suggested that the new B.G.A. should be a precise replica of the Association of Light Aeroplane Clubs—only that it should be built up on the lines of the A.L.A.C. with certain necessary differences.)

The question is: Was this issue, which is the real issue, made clear to the recipients of the Memorandum? Mr. Whidborne apparently claims that paragraph No. 3 refers to the B.G.A. "as at present constituted." What reader, ignorant of the issues, would read it in that light? Nearly everyone agrees that the B.G.A. should administer the subsidy, but there is the acutest contro-

versy as to what kind of a B.G.A. should do so. The paragraph, and in our view the whole Memorandum, has obtained the signatures of people absolutely unaware of the real issues involved; we confirmed this when interviewing some of its recipients during the Sutton Bank meeting. Such signatures having been obtained, the document was sent to the Air Ministry without the approval of the Council of the B.G.A. Who can deny that it was sought to give the Ministry the impression that all the signatories fully understood the issues, and definitely wanted the subsidy given to an organisation with the old B.G.A. constitution, rather than to a body of which the clubs could be in assured control?

We have now published and dealt with the three paragraphs which are relevant to the present discussion. Mr. Whidborne asks us to publish *and discuss* all the rest, which amounts to twenty times as much. As it was circulated pretty thoroughly throughout the gliding movement over three months ago, we do not consider it necessary to do so all over again in this journal. We can only wish that all the time, money, effort and skill expended on it could have been used in helping us to circulate gliding news.—Ed.

An Addendum

Sir,

My letter published last month has produced a deal of comment, and I would like to answer in your columns two of the most vital points which have been raised.

First, some find it hard to recast their ideas in the light of my statement that the London Group have never been out for "dictatorship" of the B.G.A., etc. Well, all members of the B.G.A. received a copy of the amendments to the Constitution of the B.G.A., which were proposed by the Rules Committee set up at the beginning of this year, and agreed by the London Group. Those rules, if passed, would have had the following results:—

(1) A large reduction in the influence on the Council of the London Club.
(2) A very large increase in the influence of the other clubs.
(3) A very large reduction in the influence of "outside members."

Will any Doubting Thomases please check this for themselves?

Secondly, some have thought my letter an attack on an individual. Indeed, so earnest has the argument become that quite a lot of people have come to believe that to accuse them of having wrong ideas anent gliding is equivalent to accusing them of being Children of Hell. I am sure that some people simply on the evidence of my letter hold me addicted to an assortment of natural and unnatural vices; my only consolation is the hope that on similarly flimsy evidence another set of people may attribute to me a lot of the virtues I do not in fact possess. Let me make it quite clear, however, that for my part I believe that everyone on both sides of this dispute is averagely virtuous in his life and honest in his convictions. This does not make those convictions any the more right or wrong.

I disfavour a side, not any one person. I say this hastily whilst there remains to me a shred of self-respect. After your next issue, Mr. Editor, I may never smile again. *Te moriturus saluto.*

P. A. Wills.

The B.G.A. Imbroglio

Sir,

Mr. Wills's letter and your foreword to it appear to me unfortunate both in their statements and in the time chosen for their publication. If the intention was to contribute something of a constructive nature, to clear up misunderstandings, and to produce a more harmonious atmosphere through publication, then I can conceive nothing more calculated to frustrate the end in view.

One is afraid that Mr. Wills has let his imagination run riot, and the use of such words as "lacerated feelings," "infuriated," and so on, shows an exaggeration in statement which suggests an anxiety about the validity of the case he is trying to make.

To talk about the "England Group" is sheer balderdash! I hope Mr. Wills and you, Mr. Editor, will forgive my bluntness of speech. I have never sought to create any group, obtain any benefit, or serve any personal ends throughout my association with the British Gliding Movement. No less person than Mr. Howard Flanders, who is referred to by Mr. Wills, will endorse the fact that it was he who pressed me to come and help with the British Gliding Movement at the beginning of 1930, and that he had the greatest difficulty in persuading me to fall in with his wishes.

Let us have a few facts without embellishment, and re-read Mr. Wills's letter in the light they give.

The facts that follow are not part of any attempt to obtain recognition for anything I may have done. I would like to pay a very sincere tribute to that splendid band of workers who have worked for three years under my chairmanship solely in the interests of Gliding, and at considerable personal inconvenience and financial loss.

Here are a few of the facts:—

I have raised several hundred pounds for the British Gliding Association, and have devoted a great amount of personal time and spent a substantial sum of my own money on it.

For the last few years I have carried on quite alone a ceaseless and intensive effort to obtain a subsidy for Gliding in Great Britain. The result of my labours cannot be refuted. Are there any who would like to dispute that statement with me?

The rule limiting the term of office of leading executives of the British Gliding Association was my proposal to limit and break up cliques.

This very paper owes its existence to my having negotiated its acquisition by the British Gliding Association when its original proprietors decided to discontinue its publication.

The present Editor was originally appointed by me, and I was responsible for ensuring he had an absolutely free hand in the conduct of the paper.

Had I been running a "group," is it not reasonable to suppose I should have used the paper for my own ends, yet during the whole time the paper was technically under my control, as chairman of the British Gliding Association, the only contribution that can be attributed to me was one in praise of the London Gliding Club!!

Mr. Wills owes his being appointed treasurer to the strong support I gave Mr. Whidborne's proposal.

Mr. Hardwick's appointment as chairman was proposed from the chair by me.

My published word on many occasions during the last four years is adequate proof that I am an admirer

of all the good work that the London Gliding Club has done, and I have held them up as an example to most of the other clubs.

Among others, whom one supposes Mr. Wills dubs as members of "the England Group," I have guaranteed overdrafts for the British Gliding Association, and am at present doing this, making it possible to preserve the central body which Mr. Wills says is conceded by all as a necessity.

I apologise for this catalogue of facts, but I make no attempt to escape from the responsibilities which they involve, and if they indicate a partisan or "England Group" attitude, then I must plead guilty.

Anyone who reads them with an open mind will agree that they are full justification of my strong language in repudiating the suggestion that there is, or ever has been, an "England Group."

Apparently there is a deep gulf between Mr. Wills's views and mine as to what should be the "reward" for those who give much service on an entirely disinterested basis over a number of years, and who by that effort make possible a great deal of fun, instruction and amusement for Mr. Wills and other people at a cost to them considerably below what would otherwise have been involved.

Mr. Wills's view appears to be that anyone so altruistic should first be vilified, and then have his head served up on a charger!!!

My comment on it is that it is un-British and unsporting. If the majority of those in the Gliding Movement support his outlook in these matters, then I shall be only too pleased to dissociate myself entirely and with the greatest rapidity, from a group of people who, up to the moment, I believe to be imbued with truly British characteristics.

E. C. GORDON ENGLAND.

[We do not think Mr. Wills imputed against Mr. Gordon England entire responsibility for the present situation; but he pointed out that the situation arose at a time when Mr. Gordon England was in control of the B.G.A. With regard to the subsidy, for which Mr. Gordon England takes credit, it should be known that the "Gorell Committee's" report, *which he signed*, advised against a subsidy either for "the provision of a site for high efficiency soaring, a central school, and a research station for gliding," or for "any State assistance of the body controlling it."—ED.]

SIR,

Re page 179, November, 1934, col. 1, line three from bottom *et seq.*:

It is suggested that I have altered my views with respect to the "Memorandum." I have not withdrawn or repudiated my signature, and have no intention of doing so.

I wish to express my thanks to Mr. Wills for his letter which gives a practical indication that some members of the "London Group" are unfitted to control a movement until they have learned self-control.

L. HOWARD-FLANDERS.

[Mr. Howard-Flanders is referred to Mr. Whidborne's eighth paragraph, end of third sentence.—ED.]

SIR,

As a supporter of the so-called "England Section" I was very interested by the article in the October SAILPLANE and Mr. Wills's article in the Novem issue in that each writer endeavours to impress u your readers that he is giving facts. Unfortunat both merely state that others have been making a m of things without giving reasons for the allegati but are giving personal opinions as proved facts.

I fully agree that the results obtained by the B.G leave much to be desired, and I would be very plea if a good solution could be found.

In my opinion the whole question could simply settled by the appointment to the committee of B.G.A. of a *"capable"* member from at least one two clubs who would be strong enough to stand up the interests of the clubs.

As far as organising ability is concerned I do see that a flying member has any advantage over non-flying member; they both pay their subscript but the flying member has more for his money.

I am without information on the disagreement exc the little which could be gathered from the two l General Meetings of the B.G.A., and I certainly not agree with the idea of the London Section.

T. G. NYBORG.

[Mr. Nyborg, who claims membership of an "En land Group," is referred to Mr. England, who sa there isn't one. *Re* organising ability, a *flying* memb has the advantage of continuous *first-hand* knowled of what it is sought to organise. Mr. Nyborg "without information on the disagreement," yet 70 of the Memorandum which he signed professes to gi him such information; this shows how well it w understood by its signatories. We have given hi facts which can be verified at the B.G.A. office, a he calls them "opinions." Yet he accepted, and sign without verifying, statements in the Memorandum th the opposition in the B.G.A. was limited to "a me handful," etc., which is not a fact at all. Even M Whidborne, who had it circulated as a fact, is no calling it "a matter of opinion."

So concludes this month's correspondence on intern politics and the replies it has necessitated. We hav reason to believe the Air Ministry has now commun cated its wishes to the B.G.A., and we presume tha these will not be contested. So we think the grea majority of our readers will join us in imploring ou correspondents on both sides to regard the matter a now closed.—ED.]

The Flight of the Albatross

A CORRESPONDENT sends us the following extract from "No Longer Innocent," by E. W. Irwin and Ivan Goff:—

"Level with the taffrail it glided—the albatross, bird of good omen, white as the ice-banner whence it came. Its long wings extended, it floated behind us like a twelve foot cloud, stately, dignified, with none of the fluttering efforts of humbler birds. Shrewdly it drifted in the rising air that had been heated by the ship. Sometimes it edged out of that supporting current; then pivoting on a wing tip, turned up into it once more. Sometimes too, it passed from stern to bow, from bow to stern, wheeling around us, never tired, never alighting, sleeping on the wing in cloud-rocked slumber, flying, flying."

News from the Clubs

Derbyshire Gliding Club

Sunday, November 4th.—Golden Wren at Cocking Tor. Wind E.N.E., 30 m.p.h. at ground level. Robertson, Slater and Smith had an enjoyable day (but cold), using a beat of about 1½ miles, gaining 800 to 900 ft., all landing perfectly in the right spot, no impromptu visits being made to the forced landing field. Flying time for the day, 2½ hours.

Sunday, November 18th.—Chellaston. A perfect day for our initial training flight, no wind, fairly warm and bright. A reasonably early start was made, and by 10.30 a.m. the machine had been transported to the ground, rigged, and our instructor, G. O. Smith, was ready to "do his stuff" and show the assembly that it really would fly. This was done to his and everyone else's satisfaction, then instruction commenced.

Fifteen members received three or four slides each, and just before we adjourned for lunch one of our power pilots was given a "hop." He made a fairly heavy landing, and the rudder bar broke; this was replaced while the inner man was fortified, and the good work proceeded until dusk put *finis* to a very enjoyable day. Most of the members left the ground during the afternoon, and general satisfaction with the performance was recorded both by the prospective bird-men and the instructor (the latter, of course, being far more important).

All previous conceptions of gliding as a sedentary occupation (if any) were effectively dispelled, the launching team worked nobly, and Monday morning found everyone more or less crawling along. No one complained, however, and all are looking forward to next week-end.

Dorset Gliding Club

Saturday, October 27th.—Maiden Newton. The strong south-west wind prevented the Dagling being flown, so Leak was launched in the Dorsling (his third flight in this machine), and achieved the distinction of being the first pilot to qualify for his "C" licence at Maiden Newton, with an extraordinarily fine flight of 7 minutes 40 seconds. Owing to the shortness of the beat he had to make over 20 turns, all fairly sharp; thus his long apprenticeship on the Dagling was well rewarded. The site has not before been considered suitable for getting a "C" licence. During this flight Leak attained a height of well over 100 feet above the hill top; the wind speed was 25—28 m.p.h.

Sunday, October 28th.—Maiden Newton. Fine weather and a gentle wind suitable for training caused operations from the top to be curtailed. Frayling (team captain) and Stephens had straight flights to the valley, followed by Davis, who exploited every possible advantage obtainable from slope and current, and made a notable flight of 69 seconds, despite the light wind. Although their instruction had been long delayed by inclement weather, Lansdown and Dennis showed excellent form; Warr, a new member, made a good start, and later Shelton made a fine steady flight of 28 seconds from near the hill top.

Saturday, November 3rd.—Maiden Newton. Good flying conditions resulted in a large attendance, and both Dagling and Dorsling were towed to the northern slope to face the southerly wind, but, as this dropped suddenly, members had to resort to more or less straight "joy rides" on the Dagling. Several good flights were made by Davis (team captain), Wright and Frayling, whilst Shelton, making his first flight from the top since gaining his "A," performed in excellent style.

Sunday, November 4th.—Maiden Newton. A large number of the Weymouth Cycling Club formed an interested audience; also a member of the recently formed Guernsey Gliding Club was there to watch operations. A strong north-easterly wind necessitated launching from the Club House Slope, and some fine flights were made from the top by Laver (team captain), Davis, Leak, Shelton, Stephen and Frayling.

Training commenced about 3.30 p.m., and good progress was made by Dennis and Warr.

Saturday, November 10th.—Owing to lack of light and the heavy rain, Saturday flying meetings have had to be abandoned, but the new and larger rudder was fitted to the Dagling in readiness for the following day.

Sunday, November 11th.—Maiden Newton. Flying was not started quite so early as there were several urgent repairs to the cars necessary; this included fitting special non-skid wheels to the launching car, transforming it into a veritable tractor, and greatly assisted towing over the greasy turf. As the wind was a steady one from the north-east, flights were made from the Club House Slope, and some fine flights were made by Davis (team captain), Wright, Shelton, Frayling and Soloman. The up-currents were so favourable that pilots were able to retain over 100 feet of altitude at the base of the hill, and consequently a sharp right turn was made into wind, and landings finally made beside the pumping station, thus providing excellent practice for "B" licence aspirants, who took advantage of this. Everybody was very pleased with the increased efficiency of the new rudder and (we hope) duly grateful to the member who, by himself, made this "work of art."

Everyone was very sorry to say good-bye to Mr. Leak, who is leaving the district to take up a post in London, and with his departure the club is losing a promising "C" licence holder, its efficient ground engineer, and one of its most enthusiastic and cheery members. But we were pleased to hear him say that he hoped to visit the club occasionally in the future.

Sunday, November 18th.—Maiden Newton. The good resolutions to start early resulted in an earlier attendance, though the north-east wind necessitated the use of the Club House Slope. Some good flights were made by Davis (team captain), Laver, Shelton and Frayling, the last named making his last flight before leaving the club with a characteristically steady flight of 48 seconds.

Training was then started in the valley; Lansdown had two steady flights, and Warr, after some slides, had four short flights which showed progress. Lansdown was then launched some way up the slope, and showed such good progress that, in spite of the failing light, he was progressively launched further and further up till, after five more attempts, he was ultimately launched from the top, and successfully qualified for his "A" licence with a very fine flight of 35 seconds, including a very creditable turn to the right to land; a most satisfactory ending to a good day's work.

At the hangar, members regretfully wished Mr. Frayling good-bye and good luck in his new post in London. We look forward to occasional visits from him in the future, as the club is sorry to lose such a keen worker and such a promising "B" pilot.

Furness Gliding Club

We have enjoyed a wonderful summer. Our site has never been so dry, and progress during the early months was never better.

Flying, like the weather, moves in cycles, and now that the weather has taken a bad turn, very little gliding has been done during the last two months. We have had six consecutive wet week-ends.

The August holidays generally provide a gala of flying, but alas, this year our members have preferred a more conventional time. We seized upon this opportunity for reconditioning the B.A.C. IV., thinking that, perhaps, there was a slender chance of attending the Competitions, with All Sail Set, but the cost of transport proved prohibitive.

Several members visited Sutton Bank, and have duly reported having a wonderful time. Will the Yorkshire Club please accept sincere thanks in return for the courteous and generous entertainment extended to our members? Some day we hope to return the compliment; in the meantime, here's best wishes for your venture.

On **September 22nd** we piloted the B.A.C. IV., fully rigged, through the streets of Barrow. It was Hospital Parade Day, and our efforts aroused considerable curiosity. Since then we have had many enquiries concerning membership; several new men have signed on, and have experienced their initial hops. Others will become active again when we can offer that long overdue training "De Luxe," i.e. when we get that hangar erected on the site and eliminate unnecessary rigging and towing. There is not the slightest doubt that when we can offer more comfortable accommodation our membership will increase by leaps and bounds. And yet, sad to relate, the money is waiting to be spent, but is not available in Furness. It should not require a great orator or statesman to convince men of even average intelligence of our crying need. Anyone who has been responsible for running a provincial gliding club knows what that extra coat of tar means.

The 5th Annual Meeting of the Furness Club was held on the 15th November in the Conference Room at the offices of Messrs. Vickers-Armstrong's, Ltd., Barrow-in-Furness, by kind permission of the firm. There was a full house when our chairman, Capt. John Fisher, opened the meeting by extending a hearty welcome to all members, old and new. He mentioned how gratifying it was to find our old colleague, H. S. Gross, once again amongst us. He then proceeded to read a letter from our esteemed President, Commander Sir Charles Craven, R.N. Sir Charles regretted his inability to preside. He hoped the club would continue to prosper, and expressed his willingness to continue his whole-hearted support of motorless flying. A letter from the Mayor of Barrow was also read in which he expressed pleasure at being associated with the club.

The chairman, in reviewing the activities of the club, expressed his great satisfaction with the year's work. He told how many people in the district were astonished to learn that the members had not only taught themselves to fly motorless aircraft, but to design and build such machines.

The secretary, Mr. Byron Winder, pointed out that Commander Sir Charles Craven and Capt. John Fisher had always stood by the club in its hour of need; in fact these gentlemen were largely responsible for the success of the B.G.A. Competitions held in the district during 1932. Mr. H. S. Gross also took the opportunity of showing his appreciation of their many kindly actions. The secretary pointed out that although the number of launches taking place during the year had been small compared with previous years, the time and distance had been much longer, and showed distinct progress. W. A. Stevens had been our star performer and held the club record for duration. Many fine soaring flights had been made, including a fine exhibition by J. C. Redshaw. Other members had shown distinct promise. He then referred to the numerous enquiries coming to hand concerning membership. Seven new members had recently joined up, and this was very encouraging to the officials who were striving to provide suitable hangar accommodation on the Ireleth site.

The meeting then proceeded to discuss ways and means of uniting the efforts of clubs to secure better facilities. A memorandum and circular letter had been prepared by the vice-chairman at the request of the committee, and the meeting unanimously decided to go ahead with the suggested scheme to circularise all the other clubs who, like ourselves, hold definite opinions about their own particular needs. Our members feel that co-operation is the key to success, and that concerted action is overdue.

It was decided to retain, if possible, the gliding and soaring rights over that interesting country on the slopes of Black Combe, concessions which Mr. H. S. Gross had striven so hard to obtain. Lady members are to be admitted to full flying membership; this was carried, but not unanimously.

The officers for the year were elected as follows:—President, Commander Sir Charles Craven, R.N.; Chairman, Captain John Fisher; Vice-Chairman, J. S. Redshaw, Esq., M.I.N.A.; Secretary, Mr. Byron Winder, 16, Powerful Street, Walney, Barrow-in-Furness; Treasurer, Mr. Robt. Cuthell, B.Sc.; Ground Captains, Messrs. J. C. Redshaw and C. Armer; Ground Engineer, Mr. A. Dickinson; Auditors, Messrs. R. B. Domony and G. R. McConnell; Committee, Messrs. Vernon Foster, W. A. Stevens, S. Burnett and W. Butterfield. All officials except auditors are *ex-officio* members of committee.

Kent Gliding Club

The secretary writes that the club has permission to use a slope at Brabourne (east of Ashford) which it is hoped will be suitable for soaring, but there has not yet been an opportunity of using it. The club operates at Lenham on Sunday afternoons, and a Saturday group is being formed. New members are coming in, and recently five joined in one week.

Leicestershire Air Sports Club

From the middle of September till mid-October there were no flying meetings as the machine was being overhauled at the workshop. Since the repairs have been completed we have missed three week-ends owing to unfavourable weather conditions—the first two due to very strong wind, and the third time we were baulked by fog.

On **Sunday, November 18th,** the Weather Clerk was kind to us, and we were able to put in several hours' flying and so "get our hands in" after our long lay off.

AEROBATICS



G. E. Collins puts his "Rhönadler" through its paces at Dunstable.

Photo by J. R. Ashwell-Cook

London Gliding Club

Saturday, October 27th.—A fierce wind, not far off so blowing nearly along the hill. Nicholson just managed to the Falcon. Ivanoff went boldly off in the Prüfling, but r have wished he hadn't. Who told the public that "gliders not simply tossed about like corks on a rough sea"? Anyh the pilot consoled himself with the thought that down-curr have got to stop somewhere short of the ground, the earth being porous.

Sunday, October 28th.—A stiff west wind, veering towa north-west at times; later, it lessened but became more gu which is odd. The Falcon and Prüfling were soared all day various pilots. Major Petre soared the Crested Wren and Co his green Scud. Collins took the Rhönadler up in the morn Occasional excursions were made up-wind, out of the hill by the Falcon and Wren.

In the evening things had calmed down enough to get instructional group going. All machines were put away intac

Sunday, November 11th.—Light north wind. Two Dagli were at work all day, and much instruction was given.

Friday, November 16th.—A "Cambridge Group" came over previous arrangement, for a half-day's instruction. It cons of club members who are either at the University or live in district. The first "test flight" is still being talked about by group, so we could get no news of what happened afterwards

Sunday, November 18th.—North wind again. A full da instruction on Prüfling and Dagling, until the latter's w slid into the former's tail after a landing. This is the first ti such a thing has happened; collisions at ground level usu take place only inside the hangars, while the machines are be put away at night.

Slingsby brought the Blue Wren with its new nose, which more full-bodied than the old one. The machine was given ground-hop, or rather float. Baynes arrived optimistically w his trailer but, in spite of heartfelt sympathy with the Prüflin fractured longerons, was given the two-seater wings to t home instead.

Jersey Gliding Club

Sunday, 12th August, 1934.—On arriving at the site we had a look round to see if we could make any use of a stiffish wind from N.W. We decided we might, but during the time we took to cart out and rig the Dagling, the wind strength increased, and the first members to have shots found things decidedly bumpy. Actually only three members had shots, and about 12.30 p.m. we decided that, if anything, conditions were getting worse, so we packed up the Dagling and a few members spent the afternoon on repairs to the Zögling, which we recently purchased from the Manchester Club.

Sunday, 19th August, 1934.—The fateful day when I took the first shot with reversed elevator control wires. Resulting damage was very light considering all things; suffice to say the Dagling was repaired by the following Sunday.

Sunday, 26th August, 1934.—We carted out and finally completed the rigging about 4.30 p.m. Wind about S.E., so nothing great, and two was all we could find for launching rope. But cause for satisfaction; the machine appears to handle very well, so we are pleased at our ability to do satisfactory repairs.

Sunday, 2nd September, 1934.—The outlook on meeting at the garage was anything but cheerful, for rain looked to be the most promising element. We decided, however, to go out to the site and, should enough members show up and the weather improve, to cart out and rig, for the wind was in the correct quarter, i.e. S.W. Actually we had quite a successful day, and somewhere about 40 shots were given. The day's proceedings were, however, marred by the machine being blown over when left unattended. A few members had said they would stay around while others had tea with their families, but they evidently decided that they could also do with a drink, so all repaired to a local café, and left the poor Dagling to the mercies of whatever happened to blow up. A strong gust did come along, with results, and I am hoping that the proof which we are having of late will make members realise that control is necessary.

We have two comments to make on our mishaps. Firstly, we are very pleased at our ability to do satisfactory repairs, and, secondly, we are all agreed that just nothing could have impressed us as much as our own experience. Also I personally feel that a wee bit of edge has gone off the proceedings; what I mean is that we always felt that the unknown was with us, and now we really know and understand two sorts of misfortune.

Sunday, 9th September, 1934.—A good day's sport, the damage of the previous Sunday having been very successfully repaired; in fact, we feel that the Dagling is flying better than ever. The wind wasn't exactly ideal, and we had to change position a few times during the day, but experience is still being gained, and the stalwarts are just as enthusiastic as ever.

Sunday, 17th September, 1934.—Without going into details of each shot we feel and know by results that we are at last making strides. Ten-second flights are now getting quite common, and Mr. Carter has one of fifteen seconds to his credit.

Sunday, 23rd September, 1934.—Quite a nice day and quite a good attendance, but not very suitable wind, so after a fair morning's sport we packed up the Dagling and decided that we should be more usefully employed in completing the Zögling for which we had now received the outstanding bits to rig completely. We managed to get it finished in time to have about six trial shots, the resulting impressions as to its handling being freely discussed, the general impression being that she was heavy, that she flew much faster, and that the elevator control was much more touchy. All these points are as compared with the Dagling.

Official Notice

Capt. C. H. Latimer-Needham has tendered his resignation from the chairmanship of the Technical Committee of the British Gliding Association. His resignation was accepted with regret at the meeting of the committee held on November 15th.

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