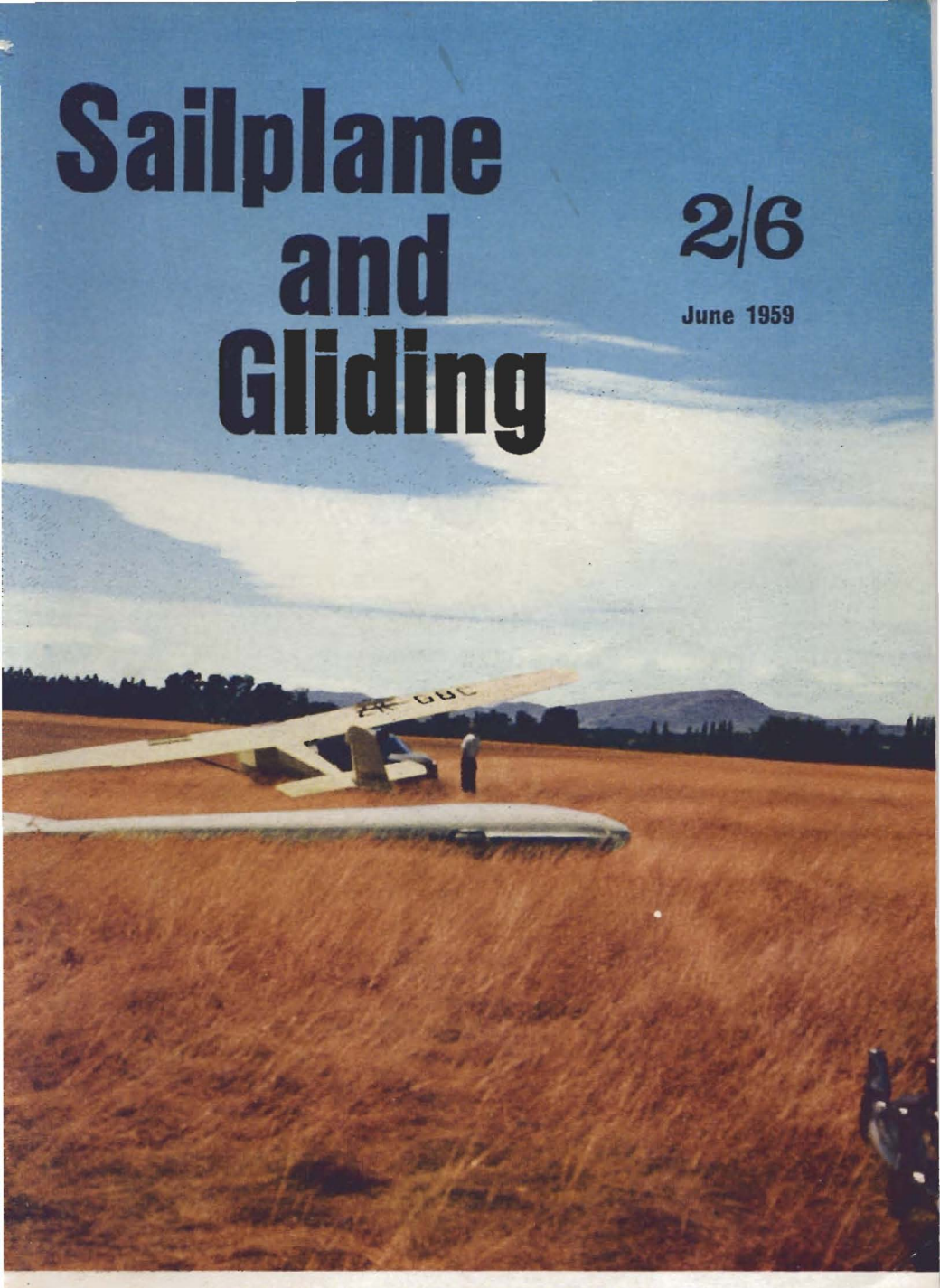
Sailplane and Gliding

2/6

June 1959



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SAILPLANE AND GLIDING

OFFICIAL ORGAN OF THE BRITISH GLIDING ASSOCIATION

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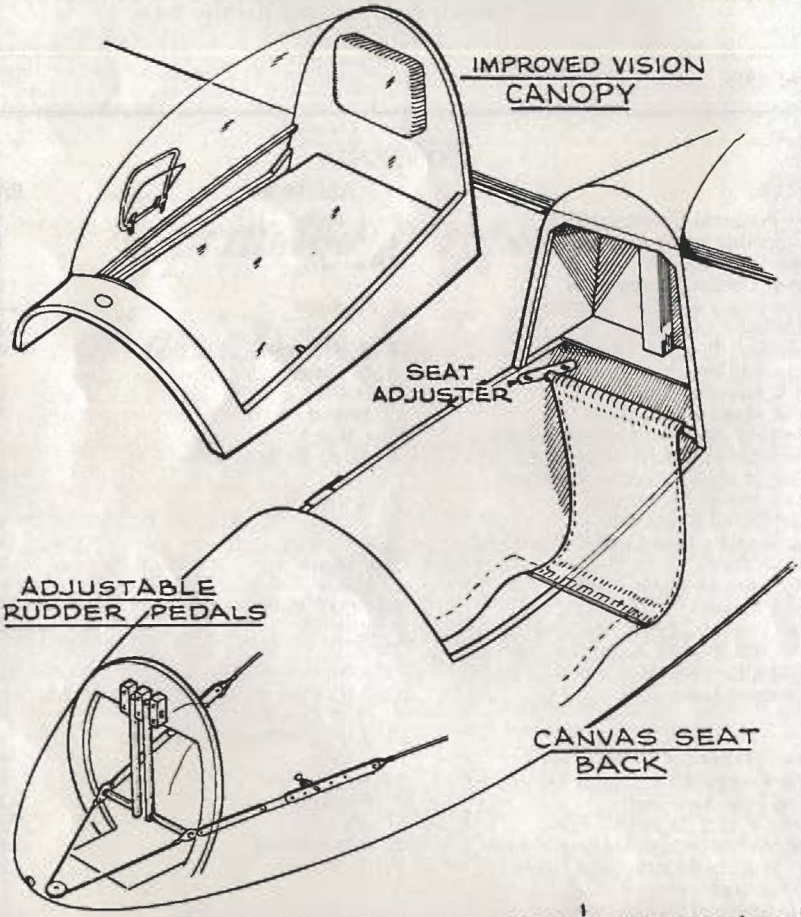
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COVER PHOTOGRAPH.—Ao-tea-roa, the Long White Cloud seen from Wairarapa.—Reproduced from "Air-BP."

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The National Championships

We hope our visitors to Lasham will be interested in what they see, for here is a Gliding Championship on the grand scale. At the time of writing we do not know the actual number of entries, but anything over 50 competing aircraft is a large meeting and a real problem for the organisers. In fact, as you watch tugs and gliders taking off in (we hope) smooth succession at one-and-a-half minute intervals you may realise that behind this scene of ordered confusion lies a lot of thought and precise and disciplined method.

Why does the whole gliding fraternity regard this bi-annual National Championship as by far the most important and interesting event in the gliding calendar?

For the top end, the end that gets into the news, the real thrill is in the friendly but fierce struggle to win one's way into the British International team for the forthcoming World Championships, which in 1960 are to be held in Germany. For, largely based on their performances this week, four pilots will be selected to fly for their country in a sporting event in which we have over the last eight years consistently put up performances which have brought us recognition as one of the leading countries in the world in this, the most truly sporting of all branches of aviation.

But apart from this, every glider pilot in the country who can possibly get away from his work and find something to fly will be here this week, to meet his co-enthusiasts from all over the country, and some from overseas, and to measure up his own skill against that of the others. Because literally the only way to find out how good a pilot you are is to measure yourself against others flying exactly the same task on the same day. At the end of every day the man or woman who has put up the best flight is cross-examined by the others to find out how his victory was achieved, what decision was taken which the others missed and which led to success, what areas of the country were giving better lift than others in the prevailing weather. Every flying day every pilot here will be learning a dozen lessons from each one's successes and failures, and so discovering how to become better at the game in which we all so ardently wish to excel.

P.A.W.

Competing on an Equal Footing

by E. Dommisse

The author, generally known as "Boet" Dommisse, represented South Africa at last year's World Gliding Championships in the Open Class. At this meeting a Standard Class was introduced for the first time, and the arguments for and against it are here discussed.

I HAVE been actively gliding for twenty-one years. The problem of competing on an equal footing was already under fierce discussion as I entered the clubroom of my first gliding club. The matter has been widely discussed and argued for as long as I can remember and we are still no further.

The problem itself can be stated in a few words by giving the solution, which is simply this: In a competition all pilots should fly the same type of machine. No one then has any mechanical advantage and the best pilot must win.

In my younger days I firmly believed in the above statement. I thought the whole idea behind the Olympia was wonderful. You may remember that this Olympia or Meise was specifically designed for the Olympic Games, the idea being that the best pilot must win because they would all be flying the same machine. Our present-day Standard Class is merely a continuation of the age-old outlook.

After many years of argument I find that to-day I am against this outlook.

My outlook is this: It is true that it is hardly fair to be asked to compete against a Minimoa with a Grunau Baby. From a competition point of view the situation is even ridiculous. But from the point of view of progress the situation is magnificent.

This statement I must elaborate a little further:—

If no better machine than a Grunau Baby had ever been built we would still be flying them quite happily against each other. The best pilot would always win. The poor pilot would spend sleepless nights thinking up ways of improving his flying in order that he might do better. He may even discover some really startling new methods of pilotage which would enable him to win. This is real progress.

Or is it? After all, progress will have stopped completely with the building of the Grunau Baby.

Someone is bound to discover this fact and bring a new machine on the field.

One of two things will now happen: (1) he would be refused the right to compete, or (2) the others will immediately copy his idea and bring out a better machine.

It goes without saying that in the first case as above all progress stops. I say all progress, for even the ultimate in pilot skill is soon reached on a Grunau Baby.

In the second class a great new vista opens out into the future and the possibilities for progress are unlimited.

Perhaps you may agree if I now state my philosophy again: It is better for the future of the gliding movement to compete on an unequal footing. Gliding will cease to progress unless there is fierce and unequal competition.

What place has the champion pilot in this philosophy? He is of tremendous importance, but there are greater heroes than he behind the scenes. The champion plays his brief part for his brief hour of glory. After that comes the feverish analysis of the results achieved. The work of the designer, builder, instructor, team-captain, meteorologist and all the others now starts in earnest.

From this collective effort the sport receives great benefits, the common man gradually receives better equipment at a lower price, he receives tremendously advanced training and knowledge.

If these things are believed, the spirit of the Internationals would be vastly different. Serious always but not so intense. Selfish always but not self-centred. There must be a great willingness to learn and to impart knowledge. A willingness to compete against great and hopeless odds instead of avoiding the issues by establishing a

Standard Class. In my philosophy, it should be welcomed if a few ordinary sailplanes compete also. Their presence is necessary to establish a balance for future analysis. Let there be no despicable talk of "separating the men from the boys".

One day, when we have reached the ultimate, we can relax and compete on equal terms in order to find the Champion Pilot. His glory will be great. Or would it? I think, the great urge for progress being thus taken away from us, we will become fat and lazy and lose interest in the whole matter.

Two unrelated articles in the American *Soaring* of November-December 1958 have given me new material for reflection.

The first item comes from the leader page written by Gus Briegleb. He urges in one part of it that designers and builders should give some attention to the Standaid Class, in order that this successful class may also be introduced to the American Nationals.

The second is the article in its whole as written by Richard Shreder.

I cannot help but see two wide extremes between the well-meant sentence of Gus Briegleb's and the wonderful spirit displayed by Shreder.

Shreder, unwittingly, knocks out a strong argument used by the protagonists of the Standard Class. This argument is that the cost of building a super-bird is so great that they can only be developed and built with unlimited government aid.

Shreder proves them wrong. He designed and built his ship in seven months and won the Nationals with it, doing some remarkable flights. I would like to know what Shreder does for a living. Some people would believe that he must be a millionaire. I prefer to believe that he does it all from his weekly pay envelope. If he were a millionaire he would rather buy a Meteor than work as hard as he undoubtedly did.

Shreder had a challenge to meet. He needed a ship that could make him National Champion. So he built it. I cannot believe that building a Standard Class machine would inspire him at all. But I do believe that he could be inspired to build a ship that would also win the Open Class.

He sets one to thinking anew as he writes of how Jenkins sat so persistently on his tail with the Lo-150.

This Lo-150 is a very sensible, very good and very cheap machine with a 15-metre span. But it is excluded from the Standard Class because it has flaps.

The Lo-150 offers a very severe challenge to the reasoning of those who drew up the rules for the restricted class. It proves that it is impossible to state what is "expensive" and what is not. I maintain that everything is expensive for those who first develop and produce new ideas. In the sailplane class it has cost individuals, organizations and governments countless millions. When once produced, anyone can build it in their backyards—providing the facts are made available, and the facts *are* made available, especially at World Championships.

We are still on the road to the ultimate in gliding. We can rightly consider ourselves as pioneers. On our road we need some good vehicles to take us to the ultimate. Such a vehicle is the Swallow. Here is a machine far more cheap and rugged and indispensable than any Standard Class machine that you could name. It could take the gliding sprog safely on his road from fool to pundit. You could put this fool in the Swallow for his first solo. He would feel at home in this ship where everything "works". He could use it for these

THE B.G.A. SECRETARY

Yvonne Bonham is retiring in July after magnificent service as Secretary of the B.G.A. for the last 5 years.

So we must find someone to follow her. Readers of S. & G. will most of them know here what is involved, so we will not insert the full list of requirements, except to say:

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first solo flights and right up to the attainment of his Gold C with three diamonds. No better machine intended for the progress of the clubs has ever been designed. Yet the Swallow is not *quite* the machine for the Standard Class. What would be of greater value, Mr. Slingsby building Swallows or expending his efforts on a new model for the Standard Class? Or will he do better by giving us a new Open Class winner?

I must now come back briefly to Shreder. Thank goodness there are others of his calibre. Dick Johnson is one. Some mighty strong opponents with unlimited money, machines, time and space, held the distance record which he desired. This did not stop him. He met their challenge by building the RJ-5 with which he triumphed. Harland Ross is another of equal calibre. So is Prue. Pat Beatty here in South Africa is planning and building a sailplane in his own spare time and with his own money, with which to meet the challenge of the Open Class. I can hear these people exclaiming: "Stop moaning about the super-birds in the Open Class, roll up your sleeves and get to work. Do not discourage our inspiration together with that of others like Cayla, Cijan, Haase and a host of others, by refusing to meet our challenge as you would do if you retire to the restricted class".

I have one final argument against the Standard Class, and that is that there is no room for it, as we can hardly manage to hold even the Open any longer.

Picture to yourselves what the situation is and what we should really try to make it. This is my view: The World Championships have become so big that future Championships are to be held every three years only, after the next event. About 25 nations would want to compete. Umpteen very super birds will want to enter, besides a few more tried and tested ones, in case the grand expensive experiments fall down. A few tried and trusty pilots *must* fly again and many, many new eager pilots will fight like mad to be included.

It sounds, and it is, big. You could only do full justice to the situation if four entries are accepted from each nation. This means that 10 great nations will account for 40 entries. The others are bound to send only one or two entries each, making up our 80 machines, or slightly less. Poland can now enter their new Zefir, or two of them, and still have a reserve of two further entries for machines with more conservative properties such as the Jaskolka. Germany could enter an HKS, a Zugvogel, a Phoenix and have space left for one more. It is an absolute must that they have the opportunity for four entries. Yugoslavia could enter two Meteors and Cijan should plunge and bring forth a Meteor 2. We all know that these birds sweat blood on poor days over bad country, so the Yugoslavs have space left to slap another surprise on us of a more conservative kind to fill this possible breach. It would be a miracle if they do not walk off with first prize and if the gliding world does not benefit by their effort. Many other countries have as many varieties of birds also. All of them have scores of good pilots who have never had a proper opportunity of showing their mettle. Here, with four possible entries, they would have a 100% better chance of inclusion.

This tempting vista falls away if the Standard Class is included at the same venue. Thanks goodness that the two-seater class has so quietly disappeared.

If the Standard Class is run concurrently, entries would be limited to two in each class. This seriously interferes with the full and powerful development of the Open Class, as set out above.

—Oh very well then, so we have the Standard Class also, but sort of on a year in between if we can afford it, which we can't. Or we have an Open one year and the Standard Class three years later and the Open again three years after that.

On second thoughts I shall not even concede you that much. It suddenly strikes me that Gus Briegleb is quite right: the Standard Class *is* a good idea for National Championships. This is its true place.

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I nearly got an "A"

by "Whoosis"

Reprinted from THE SAILPLANE & GLIDER, *29th May*, 1931

This story is set in the old days of solo training in open primary gliders of Zögling or similar type. Its author, anonymous at the time, later revealed his identity as Mr. C. A. Cornell, who was active in the early years of the London Gliding Club and was an original shareholder, with the Editor and others, in a Kassel 20 which was the first syndicate-owned sailplane in the country. He qualified for his A certificate (No. 164) on 17th May, 1931—whether before or after writing this we cannot say.

"Now then laddie," said the Instructor, "this is the first time you've been off as high as this, and you ought to get an A quite easily. No funny stuff, remember—just a perfectly straight, steady flight, and if you should get off your course—remember—push right to go right."

I nodded without speaking—my mouth was rather dry and I was having a little trouble with my Adam's apple. The field in which I had to land seemed incredibly distant and far below. The sunlight glinted on the Channel—just visible on the horizon. I swallowed hard. For an instant I toyed with the idea of merely undoing the belt and getting out of the Zögling. I would simply walk to my car and drive home for a quiet potter in the garden. Nobody could stop me—after all you don't *have* to do this incredibly rash gliding business. Then my eyes rested on our youngest lady member, in the act of picking up the launching rope. She looked bored—she got her A months ago—might get a B to-day, they said. I set my jaw firmly. "If a young girl can do it—" but anyway you've got to go through with it now—they're walking. The Zögling shifted a little under the strain—anxious to be off.

"Run." I gripped the seat.

"*Re*lease!"

Gr-wheeeeeeeewww—!

My hat! I'm off! After the first breath-taking rush, it wasn't so bad—in fact I began to like it and soon to think consciously.

"Now," I thought aloud—"how about the good old flying speed." I listened to the hum of the wires. "A trifle flat," I murmured, easing back the stick. The note sank from D Flat to C Natural—a much more pleasing sound.

I really could not believe that I was the same timorous *ab initio* who had only a few short seconds ago contemplated doubtfully the prospect of this utterly exhilarating hop.

I lost height, but not too rapidly. Everything was jake, and the A was surely mine. Suddenly, at about 50 ft., things began to happen.

A gusty up-draught caught under my left wing-tip and tilted me over to the right, at the same time turning me forcibly off my course to the left. "Push right to go right," flashed through my brain. I did it. At the same time I put my stick hard over to the left to correct the tilt.

Hi! what was happening? I seemed to be rushing sideways to the ground at an incredible speed. Not going forward at all! Ww! I woggled all the controls in a desperate effort to get straight . . . nothing happened; the rudder flapped aimlessly.

A haystack loomed on the port bow. Now for the zonk. I shut my eyes tight, consternation in my very soul.

Nothing happened.

Had I hit? I seemed to have heard a splintering crash and to have felt a severe jolt—but no—I was still airborne; the crash must have been anticipatory imagination. I opened my eyes.

I had full control of the machine! The haystack was disappearing beneath me.

Was I soaring?

Up-current from haystack?

Line squall! Thermal up-current?

Well!—well?—well!—that *was* a wizard bit of work—the way I avoided that haystack! Still gaining height, I looked behind. The hill from which I had taken off looked a mile away. I eased back the stick. "My hat! how the old Zögling can soar when she likes!" I thought. "I'll make for that cumulus on the coast-line."

Piloting the glider now with faultless ease, I reached the cumulus and made a spiral climb with the aid of the powerful up-current which I found beneath it. As I entered the billowing fog of the cloud I was struck by the big idea.

"Why not polish off the Channel crossing whilst I was about it!"

"Of course—why not?"

I could see the headlines in THE SAILPLANE:

"ZÖGLING FLIES CHANNEL!"

"WIZARD WORK OF MIDDLE-AGED AB!"

Ruminating thus, I emerged from the top of the cloud and looked round for my bearings. I judged my height at two thousand. The coast of France lay clear before me on the horizon—a bare twenty miles away.

I felt equal to anything—full of *joie de vivre*. Executing a perfectly-timed slow roll, during which the pieces of bootlace with which the belt was fastened to the kingpost creaked audibly, I chuckled to myself to think how easy it all was. This grave pretence on the part of the instructors of getting you on step by step—a foot higher at a time—all bluff! If everybody knew it was as easy as this—the instructors would lose all prestige. Hence the heavy stuff! I did a vertically-banked turn with consummate ease and put the nose down for the cross-Channel glide. Beneath me I could see the Boulogne boat trudging along at about twenty knots. I overtook and passed her.

A humming filled the air. I soon perceived its origin—the Imperial Airways liner bound for Croydon. As I flashed past her I dipped in salute and raised the bowler hat which was on my head, although I could not remember, curiously enough, putting it on before my start.

The pilot waved courteously and the passengers smiled encouragingly, with one exception. This was a man whom I recognised instantly as our Club Captain. His expression was distinctly unfriendly. As he flashed past I seemed to catch, above the roar of the engine, hostile and even rude expressions. Why was he a passenger, anyway? Dismissing the whole thing as petty jealousy, I soared on. Soon I could see beneath me the cliffs of France. Should I land here or carry on to Paris? Deciding on the latter with a view to breaking the English duration record whilst I was about it, I pushed on in what I took to be the direction of the French metropolis, taking advantage with great intelligence and skill of every possible up-current from buildings, hills and clouds. I will not describe the scenes of enthusiasm which my passage overhead evoked amongst the inhabitants.

Let it suffice to say that with my left arm quite aching from continually raising my bowler hat in acknowledgment of the cheers, I made a perfect landing at dusk in the Champ d'Elysées.

I was immediately surrounded by crowds of cheering men and women. Cries of "*Vive le Zogleur*" and "*Vive le 'du commencement'*!" (French for long live the *ab initio*!) rent the air.

I felt myself lifted from the ground by willing hands, shoulder high. All around the populace surged and acclaimed me. I raised my hat repeatedly. "*Pas du tout*!" I said, "*Pas du tout*!"

A girl of surpassing loveliness pressed towards me through the throng. She was carrying a bottle and a wineglass.

"Drink this," she said in English surprisingly, and in a deep husky contralto. I accepted the glass she had filled for me—raised it on high and, gazing deep into her shining eyes, I began to drink.

As I drank, the most curious thing happened. Her beautiful face melted gradually away and in its place slowly there formed the mild and amiable countenance, of Dr. Binks, a member of the Club, bending solicitously over me.

"Drink this," he croaked.

I blinked furiously—where was I? The enthusiastic French had become ordinary Club members, obviously and definitely unenthusiastic.

As clear vision returned I was conscious of the written-off remains of a Zögling festooned about a haystack.

I took another sip of the now nauseatingly unromantic brandy.

"What did I do wrong?" I said.

"Side slipped—you mutt."

"How long did I do before it happened?"

"Oh—about fifteen seconds."

"Uh-huh," I murmured non-committally, and closing my eyes I lay back on the battered wing which was my improvised stretcher.

COVER DESIGN COMPETITION

THE Magazine Committee asks us to say that this competition is still on. Entries should be addressed to the British Gliding Association.

Wind Shear and Dry Thermals

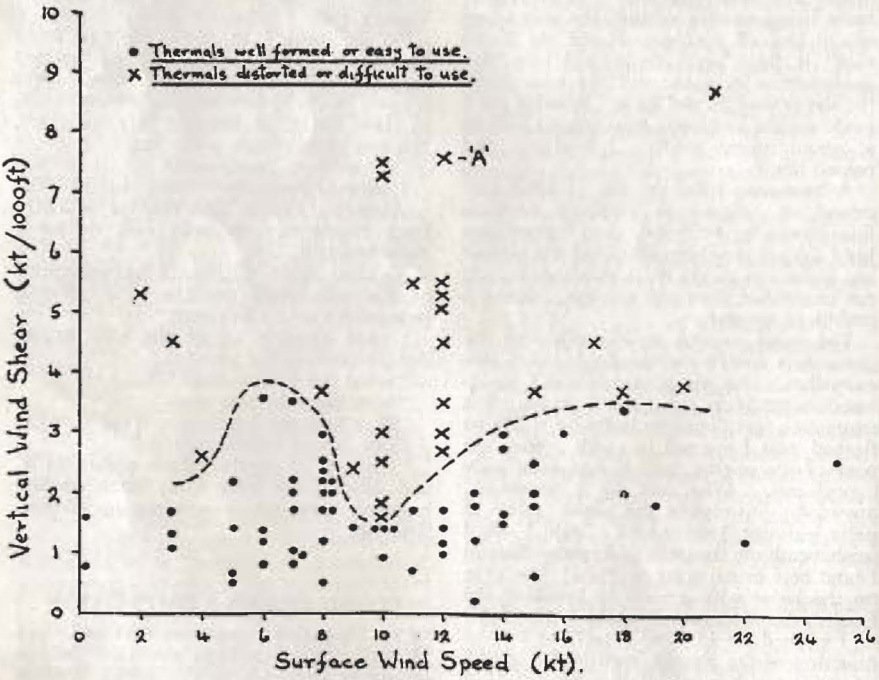
by J. Findlater

Meteorological Office

It is well known that the character of thermals varies appreciably from day to day and on occasion from hour to hour—the thermals may be generally wide with strong cores and easy to exploit or they may be ill-defined with an elusive core giving difficult soaring conditions. No quantitative practical method for predicting thermal strength or character has yet been devised, mainly because of the difficulty of measuring or estimating the buoyancy and wind-shear effects, and in consequence forecasts of thermal activity are usually given in terms of "usability" based on an assessment of the expected rate of heating, degree of instability, surface wind, wind shear, and several other factors.

Surface wind and wind shear must play a large part in determining whether or not the thermals will have a high degree of usability, and to obtain some measure of these effects an analysis has been made of soaring days spread over a period of nine years. Information has been gleaned from pilots at contests and extracted from accounts of thermal flights in gliding journals in an attempt to establish the character of thermals on particular days. Cases where the number of thermals used was insufficient to determine the general character have been excluded, as have reports of cloudy thermals.

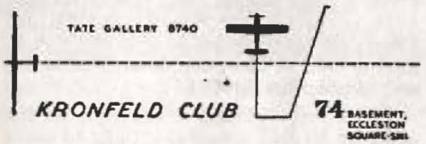
Thermal activity has been divided into two categories, "well-formed or easy to



The character of dry thermals related to surface wind speed and vertical wind shear.

use" and "distorted or difficult to use", and eighty-five such reports have been related to the wind field in the depth through which the thermals were used. Surface and upper wind measurements have been obtained from the Daily Weather and Aerological Reports published by the Air Ministry Meteorological Office, or from wind soundings made at gliding contests. The diagram shows the thermal character related to the surface wind and wind shear in the vertical, and although the two types of character appear to be quite well separated, too much reliance should not be placed on the boundary between them, since the change is probably a gradual one. The need for care in the interpretation of the diagram is due not only to the rather subjective classification used but also to the probable existence of a change of shear with height which would not necessarily be apparent in the reported wind values.

If the limitations of the diagram are borne in mind, the general form of the plotted reports suggests that well-formed usable thermals are unlikely to be found when the vertical wind shear exceeds 3 kt./1,000 ft. The lack of reports in the upper part of the diagram indicates that extremely difficult soaring conditions are likely when the vertical shear exceeds 5 kt./1,000 ft. as typified by report "A", which represents the last day of the National Gliding Championships at Lasham in 1957, when competitors found it difficult to remain airborne for any appreciable length of time. In addition it has been noted that, in all cases where pilots reported wide dry thermals with strong narrow cores, the wind shear has been less than 2 kt./1,000 ft.



THE Exhibition of Charles Brown's photographs held in April was thoroughly enjoyed by the members and we are most grateful to him for so kindly lending us his excellent prints. We hope these will inspire the members during the summer to take suitable entries for the Competition which the Club will be holding in the autumn. Each member will be allowed to enter three photographs, which must be at least full plate size and an entrance fee of 1s. a print will be charged, so that reasonable prizes can be offered. Further details will appear in the Club's Newsletter, which is due out any time now.

Diary of Lectures and Film Shows
Wednesdays at 8 p.m.

6th May: C. E. Wallington on Meteorology for the Championships.

9th-18th May: Club closed during National Championships.

20th May: B. Talbot-Weiss: "First Attempts at Gliding in Britain."

27th May: Film Show.

OBITUARY

E. T. H. GODFREY

Scottish Gliding Union

WE regret to announce the sudden death of Mr. Edward Todd Hope Godfrey on 13th February.

Back in the early thirties, when the local club efforts were becoming moribund, a spur to the survival of gliding in Scotland was provided by a scheme to unite the clubs into a national body. One of the staunchest supporters of this effort was E. T. H. Godfrey, who had a personality capable of stimulating a fading enthusiasm and a sprightly way of keeping together those whose interest he had reawakened. In 1934 he witnessed the foundation of the Scottish Gliding Union, of which he was a Life Member, and helped to steer it through its rough passage to Bishop Hill in 1937, when he left to take up an appointment abroad. Though he was never to return to the S.G.U., he was always interested in it and keen to learn of its progress.

Mr. Godfrey had lived in Devon since returning from the Gold Coast about three years ago. He is survived by his widow and two sons, to whom we tender our sympathies.

J.W.G.

Mrs. Ann Welch

"In August 1937, just as the British gliding movement was well set on the way to its pre-war climax, there burst in upon it a new phenomenon which notably accelerated the pace. This was no less a personality than Miss Ann Courtenay Edmonds: young, blonde, caring little about her appearance and not needing to, possessed of unbounded energy with or without proper food or sleep, a born pilot with heart in the clouds but a head for organization, a talent for drawing and painting. an urge to authorship, and a passion for music and raw carrots."

All that is a quotation from THE SAILPLANE & GLIDER of May 1944. Now, after 15 years, the time has come round for another biography, the occasion being the award to Ann (now Mrs. Welch) of the Royal Aero Club's Silver Medal. But to do full justice to those 15 years would turn this article into a bare catalogue, so some things will have to be left out.

To go back to the beginning: Ann's interest in the air started at a school whose headmistress recognized only one virtue in her pupils— docility. You can imagine the clash of temperaments that resulted. But on her 17th birthday—the earliest permissible moment, Ann flew solo at a West Country aeroplane club.

The gliding story starts at Dunstable on the opening day of an Anglo-German gliding camp, 16th August 1937. On the 17th, 18th and 19th Ann got her A, B and C respectively. The five hours for Silver C had to wait until December, and you can read about it in Ann's semi-autobiographical novel "Silent Flight"—how she climbed out of a window an hour before dawn, invaded the male dormitory and woke up enough men to get herself launched.

Early in 1938, the proud possessor of a Grunau Baby, Ann got the London Club interested in a possible alternative site for use in south winds on the Downs west of Reigate, and organized a most successful meeting over the Whitsun holiday with 73 hours' flying and 224 miles of cross-countries. She even organized her parents to come and live near by, in a large house in whose empty rooms, not yet furnished, we all camped out.

But the London Gliding Club decided against this added commitment, so Ann started a new club there herself; and that was how the present Surrey Gliding Club was born, its official opening being on 12th November 1938. The club obtained the second largest number of certificates for club members in 1939, and led the British clubs in the proportion of A pilots who carried on to the C—69 per cent. In this club Ann had the novel idea—for gliding—of preparing a standardized "patter" for instructors, and this was incorporated in the book "Gliding and Advanced Soaring" published in 1947.

During a large part of the war, Ann did ferry piloting for Air Transport Auxiliary, and another book, "Cloud Reading for Pilots", came out in 1944. And in May 1946, in the guise of SAILPLANE & GLIDER Correspondent, she got over to the R.A.F. gliding club at Salzgitter, near Brunswick, and finished her Silver C.

The Surrey Gliding Club came to life again on Redhill aerodrome (later to move to Lasham), and at the same time the B.G.A. had revived and required Ann's services as honorary assistant secretary till the advent of Alex Orde who could take everything in her stride.

Soon dual instruction replaced the old and precarious solo method, and Ann was busy developing new training techniques, not only for pupils but for instructors; the result is well known to all those clubs she has visited as a member, and now chairman, of the B.G.A. Instructors' Panel.

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Ann Welch among the British pilots who flew in last year's World Championships in Poland. From left to right: Tony Goodhart, Tony Deane-Drummond, Nicholas Goodhart, Philip Wills.

In 1948 there started the series of World Championships which Ann attended as manager of the British team in Switzerland, Sweden, Spain, France and Poland—a job which was largely responsible for the honour of the M.B.E. some years ago and now for the Silver Medal of the R.Ae.C. The series was interrupted in 1954 when the Championships were held in England and Ann, jointly with her husband Lorne represented Britain in the two-seater class.

Ann Welch holds the British Women's record for speed round a 100-km. triangle and, in conjunction with John Williamson, the United Kingdom two-seater record for goal-and-return, for which the Volk Cup has just been awarded. She won the Kronfeld Club's painting exhibition last November with a picture of a Skylark III. As to books, the latest are "Come Gliding with Me", and, in collaboration with Lorne Welch and Frank Irving, that classic "The Soaring Pilot". In fact, if we include an early volume of cartoons called "Pilots Only", Ann has produced just twice as many books as daughters.

Alas, this has finished up as a catalogue after all! So much has happened in these 15 years that the carefree style of that 1944 biography is out of the question. Nevertheless, its opening paragraph needs little adjustment, if any.

A.E.S.

Tailpiece

In *Australian Gliding*, Brian Creer has the following reminiscence of the late Captain O. P. Jones, who flew over four million miles in his lifetime and was already known before the war as a leading airline pilot:—

" 'O.P.' told me he had (I think he said) 80 hrs. gliding experience and at one time was a member of the Surrey Gliding Club. He told me that his first glider flight was in a Dagling Primary from a bungy-launched ground-slide. His flying instructor was a twenty-year-old girl, and before his first slide she told him seriously: 'Make sure you keep the stick hard forward—we don't want you to get off the ground yet.' "

Long Mynd Easter Rally

by Geoffrey Benson

This year's Easter Rally was the biggest of the series of six organised by the Midland Gliding Club, with eight different clubs represented by 17 *entries and* 35 *pilots. Winners are awarded the Mynd Cup, which has been earned in successive years by Tony Goodhart* (1954), *John Williamson and David Kerridge* (1955), *David Martlew and John Williamson* (1956), *George Burton and David Martlew* (1957), *Michael Kaye* (1958), *and at the meeting here described, David Ince.*

FRIDAY, 27TH MARCH.—A front bringing heavy rain and low cloud crossed the Mynd during the early morning, but had cleared by noon, giving a 20-knot wind and unstable conditions with good thermal activity. The task set was a projected line through Camphill.

The met. forecast gave good S.W. winds; they were in fact westerly, so all competitors had difficulty in keeping on track, and few in fact did so. The best flights of the day were:—

David Ince to near Wakefield, 99 miles flown, 91 miles to count; Mick Kaye to Bishops Norton, 118 miles flown, 89 miles to count; Ted Shephard to Newark, 93 miles flown, 69 miles to count; John Williamson, 53 miles flown, 45 miles to count.

SATURDAY, 28TH MARCH.—A good day with W.S.W. winds of 20 knots and good thermals. Free distance was the task in the rather optimistic hope that Gold C distance might be reached by some. Best flights were:—

Bill Lawson and Andy Thorburn in their T-42 to Marham, 143 miles; Flt. Lt. Clarke to Sutton St. Edmund, 128 miles, in Olympia; Ted Stark to Wittering, 103 miles, in Skylark II; Midland G.C. T-42, flown by John Hickling, went 85 miles to Newton airfield.

There was no contest day on Easter Sunday, as rain and low cloud covered The Mynd until late afternoon. A 31-mile race to Tilstock was cancelled.

MONDAY, 30TH MARCH.—The forecast was W.N.W. winds, with some thermal activity mixed with patches of indifferent conditions. In fact, the wind was more northerly than this until late afternoon.

The task was a race to Nympsfield. Launching started at mid-day, and a number of competitors landed back, but five got away on their first launch, and two others on later launches. In general, conditions were far from easy, especially for the less expert pilots. Times were: David Ince, 1 hr. 36 mins.; John Williamson, 1 hr. 49 mins.; Ted Shephard, 2 hrs. 38 mins. Graham Elson, Brian Jefferson and John Holder also made flights which scored.

TUESDAY, 31ST MARCH was declared a non-competition day owing to an indifferent met. forecast. The full details of the Rally are given opposite in tabulated form, the results being determined by the average daily marks, as some competitors could not stay until Tuesday. Marking was on the system used for the Nationals, with the following modifications:—

(a) Distance marks: One mark for each mile flown; no marks were given for flights of less than 20 miles.

(b) Races: 60 marks for distance, 40 marks for speed.



Place	Aircraft and Entrant	Pilots	Points			Daily Average
			Fri.	Sat.	Mon.	
1	Olympia 419 Elliotts of Newbury	D. H. G. Ince	100	45.5	100	81.83
2	Skylark II Army Gliding Club	E. G. Shephard E. Stark	75.9	72.5	75.48	74.62
3	Olympia 401 Elliotts of Newbury	J. Williamson	50	48.6	95.2	64.6
4	Olympia R.A.F. G.S.A. (Leeming)	E. W. Clarke G. M. A. Bacon	17.6	89.5		35.7
5	T-42 Eagle W. Lawson (Scottish G.U.)	W. Lawson A. J. Thorburn		100		33.3
6	T-42 Eagle D. M. Kaye (D. & L.G.C.)	D. M. Kaye E. J. Martin F. K. Birkett	97.7			32.56
7	Skylark II Owners (Midland G.C.)	D. Lowe R. Rutherford	44	50.6		31.53
8	Skylark III Owners (D. & L. G.C.)	J. B. Jefferson A. H. Baynes K. Blake		41.2	21.6	31.4
9	Olympia S. B. Wills (Surrey G.C.)	S. B. Wills		48.3		24.15
10	Olympia II Owners (Coventry G.C.)	H. N. Gregg R. I. Tarver	46.1	20.6		22.23
11=	T-42 Eagle Midland G.C.	J. H. Hickling B. Bowdler		60		20
11=	Skylark II Owners (Surrey G.C.)	P. Hampton J. H. Holder D. Scallon		39.8	20.2	20
13	Skylark II M. P. Seth-Smith (Army G.C.)	M. P. Seth-Smith	21	35.7		18.9
14	Skylark II Derbyshire & Lancs. G.C.	G. M. D. Elson K. R. Johnston		24.5	28.6	17.36
15	Olympia Kent G.C.	R. Parkinson D. Monckton Mrs.S.Parkinson	25.8	24.5		16.76
16	Swallow Yorkshire G. C.	J. C. Riddell A. D. Hill R. A. Hellewell		18.2		9.1
17	Skylark II Owners (Midland G.C.)	G. Benson E. F. Briscoe				

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The 1959 National Championships

Lasham, 9th — 18th May

THIS year the experiment is being made of holding the National Championships early in the year in order to try to use to the full the better and more exciting weather that appears to exist at this time in England —or at least has done in recent years.

Although the last two Nationals have had quite good weather, we have obviously been very lucky. This was only too apparent in 1957, when it rained more or less continuously for three weeks on either side of the Championship 9 days. The main disadvantage, of course, to the earlier dates, even using Whitsun Bank Holiday, is that people involved in education cannot come. For this reason the 1959 championship dates are being regarded purely as an experiment, because it would be most undesirable to permanently exclude entries from universities and schools. On the other hand, a few people who are unable to come during the usual period, because their work is connected with the holiday trade, are able to enter this year for the first time.

It will be interesting to see how things turn out and to see whether it will be worth repeating the experiment. After 1960 it is probable that World Championships will be held only every three years, which means that there will be opportunities for holding full Nationals in this country every two out of three years, instead of only every other year as at present. In this case it might be practical to have Nationals alternately at the Whitsun and August Bank Holiday periods.

The League system is being employed again this year, and, with the sole proviso that the pundits must enter League 1, pilots can choose their own Class. This method of self-selection worked so well last time that the organisers, who can override the entrant's choice if they think it is unsuitable, needed to make no alteration whatsoever.

The objects of the two Leagues—serious soaring and World Championship practice for League 1, and chance of Gold C's, fun, and general competition practice for League 2—will remain unchanged. In 1957, the first year that League flying was introduced, League 1 was appreciably smaller than League 2. This year it is larger. Tasks will be the same as usual—Distance, Speed flights, Distance along a Set Line, and Pilot-selected Goal, although it is fairly unlikely that the last will be given to League 1.

There are a few modifications to the Rules this year. In League 1 (only) it will now not be possible to throw away the worst day, and every day's marks will count towards the final total; in order to reduce fluky days, the number of competitors required to score before the day can be classed as a contest day has been raised from 20% to 50%.

The second modification concerns two-seaters. This year two-seaters can be flown either solo or with two up on any day at the First Pilot's discretion, without affecting the glider's marks. It is only if a pilot is out for two-seater awards or records that it must fulfil the requirements as a two-seater.

One problem the organisers have had is to try to prevent the "Light Brigade" charge for the starting-order board at the end of briefing, without altering the principle of pilot selection of launch time. This year the organisers are going to hand the discs out each day to competitors in a previously balloted order. The pilot will then hang his disc on the Time of his choice. The disc of any pilot who is not present will merely go to the bottom of the stack. The balloted order, which will advance with each day, will be posted on the starting-order board for the full championship period. It is hoped that this method will prevent the starting-order board and its unfortunate keeper being ground underfoot in the rush on good days. On poor days there is, of course, no problem.

The organisers are extremely fortunate once again in being able to have C. E. Wallington and J. Findlater as meteorologists. Their expert forecasting in the past both at Nationals and the National Gliding Week contributed enormously to the success of the meetings.

ANN WELCH.

INTERNATIONAL GLIDER TRADE FAIR

For the first time ever, glider pilots will be able to see most of the equipment displayed which they will need for their gliding activities, if they visit the International Glider Trade Fair. This will be staged at Lasham Aerodrome near Alton, Hampshire, on Saturday and Sunday, 9th and 10th May 1959, and will coincide with the first week-end of the 1959 National Gliding Championships.

The Fair is housed in a new hangar which is situated 10 feet west of the existing Lasham Gliding Centre's hangar and will be open from 11 a.m. to 8 p.m. on the Saturday and 10 a.m. to 6 p.m. on the Sunday.

Among firms exhibiting are: Walter Kidde (Oxygen), Motoimport (Polish Manufacturers Sales Agency), Cobb-Slater (Instruments), Docker Brothers (Paints), Rollasons (Tiger Moths and Turbulents), Peravia (Barographs), Bréguet (French Gliders), The Glider Doctor (Repairs and Instruments), Crossfell (Electric Variometers), Appleby & Ireland (Compasses), Irving (Parachutes), Slingsby (Sailplanes), Cellon (Paints) and Dexion (Slotted Angle). Also the British Oxygen Co. (Oxygen Equipment) and Kelvin & Hughes (Instruments).

These notes were written on 2nd April and we are certain that there will be other firms participating. The British Gliding Association will also be represented and will have on view all the various items which it has available.

The British Gliding Association hope that the Fair will be visited by members of all the Gliding Clubs in this country as well as visiting pilots from abroad. The Fair is being organised by Sqn. Ldr. John Ward, R.A.F. (retd.), and Wally Kahn, the former acting as the Director and "host".

Visitors to the Fair will be able to use the Lasham Bar and all the other facilities which exist, as well as examining the seventeen different types of gliders which have been entered for the National Championships. Accommodation can be obtained in the nearby towns of Alton and Basingstoke.

This International Glider Trade Fair is unique and the British Gliding Association hope that it will be possible to make it a regular feature of National Gliding Championships in years to come.

Please give it your support and encourage your friends to visit it too.

Some of the Exhibits

Pilots will be interested to see the following new items which have been produced recently:

Crossfell Variometer.—This is an electric Variometer of very high sensitivity and instantaneous response which has been designed and produced by Messrs. Davey & Bulman.

Adjustable Parachute Harness.—This is a "must" for clubs whose pilots vary in size. These harnesses can be adjusted very easily and are made by Irving.

Panel - Mounted Oxygen. — Walter Kidde have produced a very neat Panel Unit especially designed for T-42s. Their lightweight portable unit for single-seaters will also be on view.

New Canopy and Seats.—Messrs. Slingsby have designed a new bubble canopy for Skylarks II and III which are a vast improvement on the old canopy. Their new adjustable seat back and rudder pedals will also be shown.

Motoimport intend to show a full range of their instruments, including the dial variometer which is fitted with a "speed-to-fly" ring.

Glider Compasses which were used by our team in the 1958 World Contests will be shown by Appleby & Ireland.

A New Barograph and Artificial Horizon may be on view on the Slingsby Stand if they are ready in time.

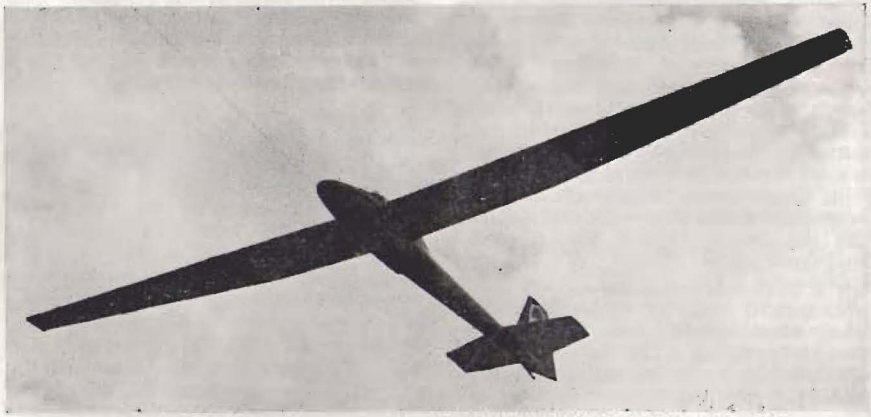
Towing and Sporting Aircraft will be shown by Rollasons, who have probably sold more Tiger Moths to gliding clubs than any other aircraft firm in this country. The Turbulent is a wonderfully cheap little aeroplane which will appeal to all pilots.

The Fauvette French light 15-metre glider will be on show by Bréguet, and prospective buyers may be able to fly it.

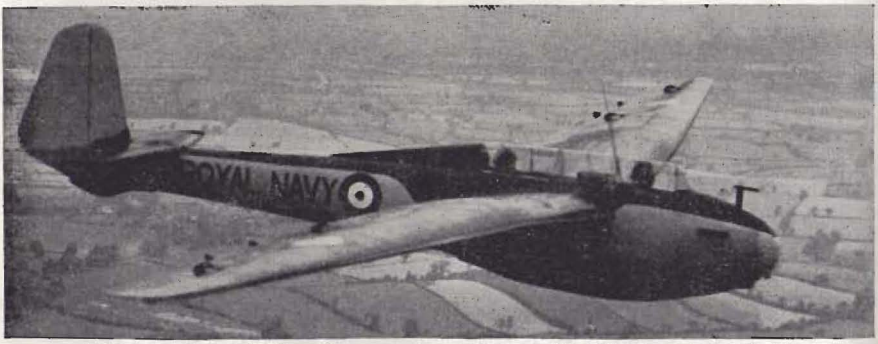
Some of the Competing Sailplanes



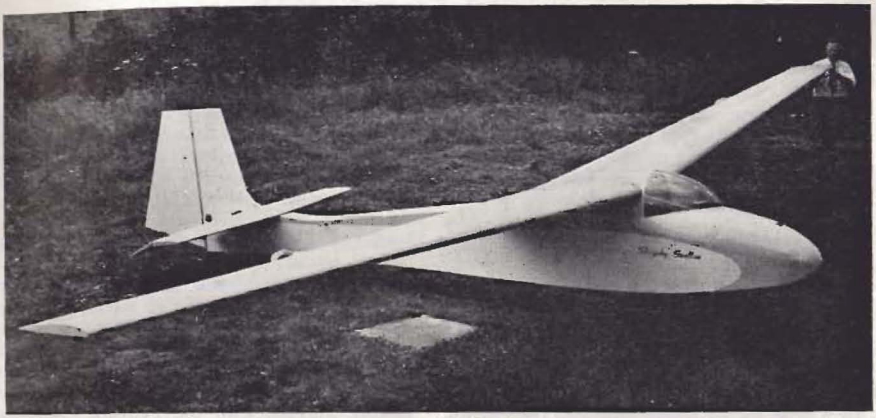
The Slingsby Skylark II, a popular standard type with laminar-flow wings.



The Skylark III is a larger version of the Skylark II, with 59 ft. wing span.



The Kranich is a high-performance two-seater produced in Germany in 1936.



The Slingsby Swallow, with a span of 40 ft., has an excellent performance.



The Slingsby Eagle won the 1956 World Championship in the Two-seater Class.



The Olympia 419 is a laminar-flow version of the popular EoN Olympia.



The Jaskolka ("Swallow") is the standard high-performance sailplane in Poland.

Other sailplane types taking part are the Skylark I, Olympia 2 and its laminar-flow modifications the Olympia 401 and 403 (produced by Elliotts of Newbury), Slingsby's Gull 4 and Kite 2 and the Sky which was a World Championship winner in 1952, the German Weihe of 1939 and the latest French product, the Fauvette (illustrated on page 141), and finally the widely-used training two-seater T-21b (also called Sedbergh).

THE CROSSFELL VARIOMETER

by P. G. Davey

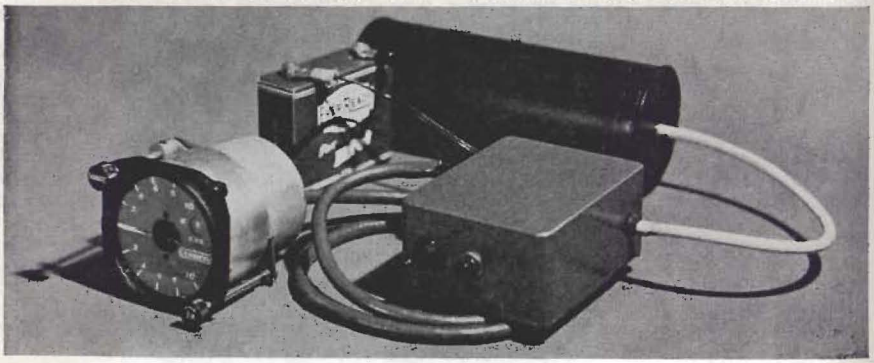
CAMBRIDGE air, always bubbling skywards, has often stimulated remarkable ideas about gliding matters. One such idea was to develop a new electric variometer, cheap and sturdy so that all kinds of pilot could enjoy the tremendous advantages of a really sensitive instrument, and hunt happily for thermals just like the experts, between one gorse bush and the next!

The result is that two of us have produced the Crossfell Variometer, eight prototypes of which are flying in the Nationals and elsewhere this year. It works in the usual way by measuring the draught into and out of a flask as the glider falls and rises in the atmosphere. This draught cools temperature-sensitive beads, and the heart of the device is a minute electrical amplifier using transistors which not only drives with ease one—or two—robust meters to indicate UP and DOWN, but also accurately controls the temperature of the beads. Only in this way is it possible to get accurate readings under all air conditions and varying battery voltages. The instrument works either with simple or Total Energy systems, but in each case it pays to use a proper static head, venturi or blisters and not rely on "cockpit static" except in open aircraft.

First impressions, gained with a crude early model, were that the new variometer actually produced lift. This was not, unfortunately, so, and during many test flights last summer it was found that it was easily possible to make an instrument whose extreme speed and sensitivity (up to 1 or 2 ft. /second full scale) merely confused the pilot, and that an indicator having a "time constant" of rather less than a second was much more useful. The variometer is now supplied with two switched ranges, one to 10 ft./second, the other to 30 ft./second. It uses any standard-size flask and a 4½-volt "bell" battery which lasts about 24 continuous flying hours. The preliminary batch is fitted with a Radio Altimeter type of indicator, which is particularly suitable since it gives a 7-inch long scale, easily read out of the corner of an eye. For tandem two-seater aircraft a second meter can be simply plugged into the existing "sensing box" (one only is shown in the photo).

There are two difficulties with this type of variometer. The first is an appreciable shift of the zero point if the instrument gets very cold—e.g. when flying in near-icing conditions—so that it might be necessary to re-set the zero during such a flight. The second is that any electrical instrument always seems to have a bad or suspect battery when most wanted. We have fitted the Crossfell with a Daily Inspection button; when pushed, the needle reads unmistakably UP for a good battery and DOWN for a bad one. This should defeat the most zealous fumble bug.

The variometer is highly club-proof—clots can even connect the battery the wrong way round without any dire results. Perhaps I need hardly mention that it was my respected colleague Peter Bulman who first dramatically put this point to the test!



Gold C and Diamonds

THE international Gold Badge, usually called the "Gold C", was instituted in 1938, the qualifying flights being 300 km. distance (186.4 miles) and 3,000 metres gain of height (9,842.5 ft.). Since 1950 an additional Diamond may be fixed on the Gold Badge for each of the following: distance flight of 500 km. (310.7 miles), goal flight of 300 km., and gain of height of 5,000 metres (16,404 ft.).

Below is a list, compiled by the British Gliding Association, of all British holders of the Gold C to date, together with the Diamonds, if any, which they have obtained (D = Distance, G = Goal flight, H = Height gain.)

No.	*Pilot*	*Gold C*	*Diamonds*	
1.	P. A. Wills	1938	G	1951
			H	1952
2.	C. J. Wingfield	1947		—
3.	R. C. Forbes	—	G	1948
4.	L. Welch	1949	G	1958
5.	Prince Birabongse	1949	H	1950
6.	D. H. G. Ince	1949	G	1949
			H	1958
7.	P. G. Mallett	1950		—
8.	A. W. Bedford	1950	H	1950
			G	1951
9.	H. C. N. Goodhart	1952	G	1952
			H	1955
			D	1955
10.	W. A. H. Kahn	1952	G	1952
11.	D. B. James	1952	G	1952
12.	G. A. J. Goodhart	1953	G	1953
13.	J. S. Armstrong	1953		—
14.	G. H. Stephenson	1953	G	1953
			H	1956
15.	F. Breeze	1954		—
16.	R. H. Prestwich	1955	H	1957
17.	G. A. Hookings	1955	G	1955
18.	B. Thomas	1955	G	1955
19.	F. Foster	1955	H	1952
			G	1955
20.	P. L Bisgood	1956	G	1956
21.	J. S. Williamson	1956	G	1956
			H	1957
22.	A. R. I. Austin	1956		—
23.	A. J. Deane-Drummond	1957	H	1955
			G	1957
24.	E. H. F. Burditt	1957	D	1957
			G	1957
25.	J. K. Mackenzie	1957	G	1957
26.	J. Tweedy	1957	G	1957
27.	A. H. Warminger	1957	H	1957
28.	A. A. J. Sanders	1957		—
29.	D. M. Kaye	1957	G	1957
30.	A. D. Piggott	1957		—
31.	J. C. Neilan	1957	G	1957
32.	E. Day	1957		—
33.	Anne Burns	1958	G	1958
34.	P. Scott	1958		—
35.	V. C. Carr	1958		—
36.	M. P. Garrod	1958	G	1958
37.	C. W. Bentson	1958		—
38.	D. Stowe	1958		—
39.	D. S. Bridson	1958	G	1958
40.	A. Coulson	1958		—
41.	L. R. Robertson	1958	G	1958
42.	C. Green	1959	G	1958

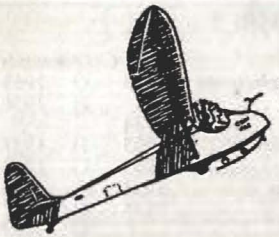
THE WORLD'S FIRST GOLD C PILOTS

1.	Heini Dittmar*	Germany
2.	Hermann Zitter	Germany
3.	Philip Wills*	Gt. Britain
4.	Eric Nessler	France
5.	Heinz Peters	Germany
6.	Rudolf Opitz	Germany
7.	Wolfgang Späte*	Germany
8.	Karl Schieferstein	Germany
9.	Heinrich Huth	Germany
10.	Arno Kühnhold	Germany
11.	Peter van Husen	Germany
12.	Kurt Schmidt*	Germany
13.	Otto Bräutigam	Germany
14.	Franz Pomper	Germany
15.	Rudolf Steinert	Germany
16.	Günther Lemm	Germany
17.	Ernst-Günther Haase*	Germany
18.	Gerhard Sauerbier	Germany
19.	Oblt. Flakowski	Germany
20.	Heinz Schubert	Germany

Thereafter all pre-1945 holders were German except:

24.	Hermann Winter	S. Africa
29.	Robert Stanley	U.S.A.
30.	Chester Decker	U.S.A.
31.	John Robinson	U.S.A.
35.	Hassam S. Kamil*	Egypt
39.	Peter Riedel	U.S.A.
41.	Slavo H. Lemesic	Yugoslavia
43.	Laszlo Tasnady	Hungary

* Have flown in international contests.



ITS - ALL - YOURS

For and About Instructors



Two talks were given at this year's Instructors' Conference: "The Teaching of Field Landings" by Lorne Welch, and "Fun and Safety on Expeditions" by Ken Machin; and in response to many requests they will be published in this series. The Conference was attended very well, and was allotted more time this year, so that Clubs could discuss their own problems.

There was some discussion on whether a higher Instructor's Category should be introduced, and this was turned down on the very healthy grounds that instructors were more interested in getting on with the job than acquiring certificates. There was instead considerable interest in advanced instructors' courses, and two are being arranged for June and September, probably at Edgehill and Nympsfield. It is intended that several Eagles will be collected for cross-country flying, field landing, blind flying and aerobatic training. It is also hoped to use a four-seater aeroplane for navigational exercises. The B.G.A. will inform clubs as soon as further details are known.

Lastly, a few statistics about categorised instructors for 1958.

The total of instructional two-seater launches given by categorised instructors was 31,000. Of these only one resulted in damage to the glider.

The average number of launches per instructor was 400.

The average duration of launch was 6¼ minutes.

The percentage of categorised instructors holding at least the Silver C was 64%.

A. WELCH.

LANDING IN FIELDS

PART I.—CHOOSING THE FIELD

by Lorne Welch

By far the most interesting aspect of gliding is cross-country soaring. To do this successfully demands the ability to land away from base in fields or aerodromes which have not been previously inspected from the ground. This is a difficult thing to do; the fact that a large number of pilots are not sufficiently skilled is shown by the number of accidents which occur when field landings are being made, particularly by pilots on one of their first such landings.

With the present organisation of gliding clubs, it is difficult to give dual instruction in field landings, and the teaching can be done only indirectly, by verbal briefing. Some instructors can do this very well, but as there is little written information on the subject it is hoped that these notes may be of assistance to those who cannot obtain such personal briefing.

The problem is simply that of always flying the glider in such a way that it can be landed safely should no further lift be found, or even if considerable down-currents are experienced. Perfect safety is obviously impossible to achieve, but the accident rate should be acceptable—£1 for every field landing and not the £20 which was the rate in some recent competitions.

If this concept is accepted, it follows that at all times the glider must be flown within easy reach of a suitable landing ground, and also not flown out of reach of its base unless the pilot is capable of landing in a field.

The modern glider has a glide ratio of at least 1:25 when flown at the correct speed in calm air. This is roughly equivalent to 5 miles for every 1,000 ft. of height lost. However, as one must make some allowance for incorrect flying, a moderate amount of sink, and for the approach and landing, a good general rule is "four miles for every 1,000 ft. with nothing for the last 1,000 ft." This means that from 2,000 ft. one can reasonably safely go four miles, and eight miles from 3,000 ft. provided that large areas of sink are not encountered. If there is a wind blowing, the diameter of the circle which can be reached remains the same, but its centre is shifted downwind. A 25 m.p.h. wind will alter the distance covered over the ground considerably; upwind only two miles will be possible for every 1,000 ft., and when flying downwind the figure will be six miles.

Height Zones

In deciding when to have to worry about choosing a field and landing in it, it is as well to have a framework of set heights:—

(a) SUITABLE AREA.—The glider should not be allowed to get below this height without ensuring that it is within easy reach of a suitable area.

(b) CHOOSING A FIELD.—A definite field must be chosen before the glider descends to this height.

(c) DECISION TO LAND.—When the glider descends to this height a definite decision to land must be made.

The selection of the field and the decision to land are two quite different matters; once a field has been selected it is treated as a base and the glider is kept within reach of it until the pilot can climb up again. Alternatively, if he finds himself drifting away from the field he must get back towards it, unless he can pick another to treat as his base. Finally, when the glider comes to the "decision to land height", all further attempts at soaring are abandoned and complete concentration is given to the problem of landing in the field.

However experienced the pilot, it is as well to have these three heights in mind. The actual values of the heights must depend on the type of country, the glider and the skill of the pilot; World Championship pilots can work to fine limits, and in an easy landing country like Poland will leave decision to very low heights indeed. But the beginner must put them fairly high, because the higher they are, the more time he has to think and consequently the easier his task.

The minimum heights which can be considered acceptable for any pilot who has made fewer than five field landings and is flying over fairly easy country are:—

Suitable area—2,000 ft.
Choosing a field—1,500 ft.
Decision to land—1,000 ft.

Altimeter Setting

The heights quoted are for the height of the aircraft above the ground, and not, of course, for the altimeter reading. It will be found much less confusing if for all cross-country flying, and in fact for all soaring, the altimeter is set at sea level. The problems of mental arithmetic are reduced, the pilot is accustomed to making approaches and landings without the altimeter giving him his direct height and it is easier to obey the regulations concerning airways.

Factors Affecting the Choice

WIND.—The choice of the field will depend on a large number of factors, all of which have to be considered, but before starting to select a field it is necessary to determine the wind direction. Smoke is the most reliable indication, but if none can be observed, use will have to be made of other pointers—ripples on crops—washing, flags, etc.—the movement of cloud shadows—or the way the glider drifts.

It should be remembered that the surface wind may be quite different from that high up, particularly in hill country, near the sea or close to a large storm. Having determined the wind direction, it should be remembered by reference to the sun, and fields should be selected which will permit a landing to be made within 45 degrees of the wind direction.

SIZE.—A skidded glider landed on a smooth, level grass field in no wind can run a hundred yards, and as a pilot has to be extremely good to land within 150 yards every single time, 250 yards should be taken as the minimum which allows any margin for error, and this is adequate only if the approaches are perfect.

It is difficult to judge size from the air, particularly in a region of small fields,

where one bigger than the rest may seem large. It is sometimes a help to remember that telephone poles are normally 60-80 yards apart, and therefore the field should be at least four telephone spacings long.

SURFACE.—The landing place must be smooth, and not have crops which are so high that they will damage the glider. As uncultivated ground is normally rough, the landing place will usually have to be in a field. Recognition of crops and the type of surface is a matter of observation. The best fields, in order, are usually stubble, grass, fallow and ground under seed, short crops and long crops. With all these the ground is usually smooth, although in some parts of the country the ground may be formed in a series of ridges, in which case landings should be made along them. Root crops are normally best avoided as the ground may be heavily ridged.

It is essential to consider the choice of field from the point of view of the farmer as well as that of the glider pilot, but luckily in general crops which do not damage the glider will not themselves be damaged by the landing. In an emergency it is obviously better to land in a field where damage to the crops will result rather than increase the risk of breaking the glider, but if the field is chosen from a good height it will practically always be possible to choose one where no harm will be done.

OBSTRUCTIONS.—Even with the airbrakes open, a glider has a gliding angle of about 1 in 8 in no wind. Consequently an obstruction on the approach will result in the first part of the field being wasted, the distance in practice being at least ten times the height of the obstruction, owing to the difficulty of making an accurate approach over it. It therefore pays to pick fields with a good approach, or, if this cannot be done, to ensure that the field is really long enough.

Power pylons are very difficult to see from the air, and therefore, having made a preliminary choice of a field, it is essential to say to oneself: "Are there any power wires?" and have a good look for pylons, and, if any are found, to work out the run of the wires. It is most unwise to make an approach over wires owing to the difficulty of judging the height.

As telephone poles are difficult to see, particularly if they are planted in a hedge, when planning an approach over a road one should assume that there are telephone

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wires there unless it is quite clear that there are none.

Cows and horses are not only quite substantial obstructions, but they can move and so change a suitable landing place into one where it may be impossible to get down. It is therefore better to avoid landing in fields with cattle, unless the field is large and the cattle are well out of the way.

ACCESSIBILITY.—It is often pointed out that the field should be close to a road and a telephone in order to permit a speedy retrieve. This factor may be of importance to an experienced competition pilot, but it should be completely ignored by anyone who has not made a large number of field landings. Taking this consideration into account can only result in choosing a worse field and thus increase the risk of breaking the glider. Repairs take weeks or months, and a glider can be carried a long way in a few hours.

SLOPE.—This is by far the most important consideration when choosing a field, since a glider cannot be landed down even a moderate hill. Unfortunately it is difficult to detect slope from the air, but the effort must be made. If it is found that the field slopes the wrong way, or that there is a steep slope across the field, this field should be disregarded and another chosen. Sometimes the slope can be noticed by looking at the field itself, but usually it is necessary to consider the lie of the land.

A river or stream can be taken as level and it will, of course, lie at the lowest local point: a landing made towards a river may be downhill; a landing on the other side must be on the level or uphill.

Railways and canals can also be taken as level and the slope of the fields through which they run can be seen by any cuttings or embankments.

With these and similar pointers, and by looking at the field from different angles, it should be possible to determine the slope.

Choosing a Field

This is rather like shopping: some people are inclined to take the first thing which they are offered; others go on dithering until they have missed the train. In the short time available one cannot aim for perfection; what one must do is assess quickly the merits of a few fields and then decide on the best. With practice it can be done in two thermalling circles, and this practice can be obtained when flying around one's own gliding site. An inspection of the chosen field afterwards from the ground can be most illuminating.

The simplest procedure is something like this: First find the wind direction; then find an area with some good big fields running the right way. Next consider the surface and pick one which obviously has good approaches, is of a suitable surface and is big enough. Now look for power wires and other obstructions near it, and then consider slope. If there is a snag—say, it slopes the wrong way, do not invent ingenious methods of coming in downwind; dismiss this field entirely from your mind and concentrate on another. Do this procedure with two or three fields and decide which is best. This is now your "base". Keep within reach of it, or another equally suitable field, until you get down to the "decision to land" height.

A discussion on the approach and landing in the field will appear in a later issue.



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BRIAN MASTERS
DEPUTY C.F.I., LASHAM



(Photo by Henry Mackinnon)

It is true to say that few pilots who fly for a living also fly for fun in their free time. One notable exception is Brian Masters, who is deputy to the C.F.I. of the Lasham Gliding Centre.

Last year Brian carried out 3,225 instructional launches and towed up over 300 gliders behind a Tiger Moth. This monumental number of launches must surely be a record. But this fact does not interest Brian nearly so much as the number of people to whom he has been able to impart his love of flying.

This quiet lad from Somerset started gliding in the A.T.C. at Weston-super-Mare in 1949. By 1951 he was a Gliding Instructor at Exeter and had joined the R.A.F.V.R. as a pilot. When he left Exeter in 1957 to come to Lasham, he was the C.F.I. and held the rank of Flying Officer. In 1956 he won the Parkhouse flying Trophy in a Tiger Moth in the West of England Air Race. He also found time to get himself married, help to found the Taunton Vale Gliding Club and earn a living as an instrument "basher" on oxygen equipment. He joined the "Hub" because . . . ". . . I found that work interfered with my gliding . . ."

At Lasham, Brian soon made friends with Henry MacKinnon who runs the Fox Easy Flying Group. Now Brian could fly a Messenger and a Chilton and he was like a dog with two tails. He delights in Continental air touring and is a familiar sight at Terlet, the Dutch Gliding Centre. This year he intends to fly to Spain in order to give their gliding centre the "once-over". When Philip Wills made his epic Channel crossing, it was Brian who flew over to bring him back.

This year he fulfilled his life's ambition when he became part-owner of a beautiful Skylark 3B, and he will fly "65" in the National Championships.

His log-book shows some 900 gliding hours and 8,500 launches; yet he is only 31 years of age. He is the sort of enthusiast who has helped to build up the gliding clubs of this country, eager to fly in all weathers never complaining and always ready to help others to fly. The popular conception of the fanatical flying enthusiast was built up between the two wars, but I am sure that Brian is a worthy successor to that hardy breed of men and women.

W.K.

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"THE MOST REMARKABLE FLIGHT OF MY LIFE"

by Philip Wills

A description of how Mr. Wills set up the present British gain-of-height record of 28,200 *ft over the Southern Alps. Reproduced by permission from "Air B.P." (No. 9), to whom we are indebted for colour blocks for the illustrations on these pages and on our cover. The text has been partly condensed by Godfrey Harwood.*

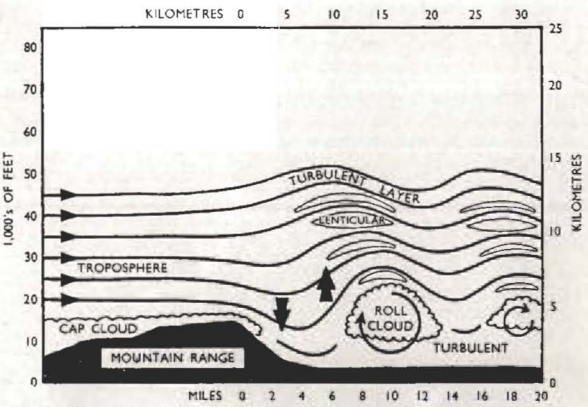


"In the rising sun it shines out in the still-dark sky a ruby red."

New Zealand consists roughly speaking of a chain of mountains running north and south for 900 miles, with a narrow break where Cook Strait divides the two islands. These mountains lie athwart the prevailing west and north-west winds, which reach them after crossing some 1,000 miles of ocean. These are text-book conditions for the formation of standing waves.

Ao-tea-roa—the Long White Cloud. This Maori name for New Zealand describes what it looked like to them as the first canoes arrived over the horizon. They must have seen the vast lenticular which now, hundreds of years later, is becoming the playground of the glider pilot.

My own introduction to a New Zealand wave was in December 1954. I was spending Christmas near Mount Cook, staying with relations in the Mackenzie Country, an oval basin of land surrounded by a closed ring of



Schematic Diagram of Mountain Wave Flow.

The diagram shows the layout of a wave system. These are marked by lenticular clouds which hang stationary in space while the wind blows through them. No one particular bit of air rises or descends very far—it simply oscillates up and down as it travels with the wind. The cloud is formed by moist air going up a short way and condensing. As it descends again, following the curve of the wave, the cloud dissolves. It is a spectacle of titanic energy developing and dissipating in an uncanny silky silence.

mountains, like a huge frying-pan. From whichever direction it comes, the wind reaches the basin after crossing mountains and nearly always the sky is flecked or barred with lenticular clouds big or little.

The Canterbury Gliding Club was holding its Christmas camp near by. I went to look and was strapped into my old Weihe, which I had sold to Dick Georgeson the year before. It seemed a hopeless day, little wind and no cloud, but he insisted on my taking a barograph and the oxygen mask.

It was very hot and I took off in the



The leading edge of the lenticular at 21,000 *ft.*
(Photo by Gordon Hookings)



Under the remarkable North-West Arch.

lightest of tropical clothes. I have never been more sure that I was simply going to have a three-minute launch, circuit and landing. In retrospect it has all the qualities of a dream, for by sheer chance and luck everything fell into place and went right, and the result was the most remarkable flight of my life.

I was winched to 500 ft. onto the slope of Simons Hill, found a little lift, and climbed in a thermal to 6,000 ft. On the way down I flew into the unmistakable calm lift of a wave. I started to work it out, found a series of waves only about 3 miles apart, dog-legged my way forty miles north to Mount Cook, and flew into the biggest wave of my life.

At 30,200 ft. the cold was so intense that the cockpit cover started to disintegrate, and in my light clothes I was forced to break off my climb and fly home. This flight broke two U.K. records, for absolute height and gain of height.

I was again in New Zealand for Christmas 1957, and during the intervening three years many fine wave flights had been carried out in the South Island including a noteworthy crossing of the Cook Strait by Keith

Wakeman. On 16th February 1958 Dick Georgeson reached 31,000 ft. in a Slingsby T-42 under the famous North West Arch, breaking two N.Z. records and very nearly a world one.

The North West Arch is one of the most remarkable clouds in the world. It forms over and beyond Christchurch in a north-west wind and hangs in the sky at a height of around 30,000 ft. for a day or more. Its leading edge, stretching out of sight to the north, has the curious gauzy definition of all wave clouds. Its underside is heavy with pendulous bulges, it is streaked and serrated like a monstrous construction of multi-ply wood.

In the rising sun it shines out in the still-dark sky a ruby red, while throughout the day the colours change to pink, to dove grey and all the shades of grey and black, with dazzling white serrated edges. As the sun sets, the last light in the sky is cast down from its pink and bulging undersurface.

Since Christmas 1957, North Island enthusiasts have been exploring the site at Wairarapa, 30 miles east of Wellington. Here a fairly constant wind overtops the Ruahine Mountains and blows clear and strong over a wide golden valley, running north for half the length of the island.

Flying their Skylark III, Ralph Court and Gordon Hookings have shown conclusively that this is one of the finest soaring regions in the world. One day Hookings flew over 500 km. in three legs, between lunch and tea, at heights between 15,000 ft. and 20,000 ft. In this gigantic wave, he was able to fly along the leading edge of the lenticular at 100 m.p.h., taking photographs as he went.



Gordon Hookings with his Skylark III.

Between them Wakeman, Georgeson, Court and Hookings have foreshadowed the day when a sailplane will break the world distance record with a flight coupling up the two big systems. Such a flight could start from somewhere near Dunedin and end up near East Cape 700 miles away in the North Island.

The 1960 World Championships

At the meeting of the Motorless Flight Commission (C.V.S.M.) of the Fédération Aéronautique Internationale, held in Paris on 20th-21st March, the offer of Germany to hold the 1960 World Gliding Championships was accepted.

The Championships will take place in June, 1960; they will be preceded by one week's training period.

The exact place has not yet been decided, but will be in the Western part of Germany. Permission will be sought of neighbouring countries to overfly their borders.

A maximum of 60 gliders will be accepted; if more are entered, the total entry will have to be reduced, but it is hoped that at least 2 entries per nation in the Standard Class will be permitted.

A certain number of gliders, trailers and cars will be available for loan to entrants unable to bring their own equipment, the gliders being in the Standard Class.

Accommodation will be on the airfield; entry fees will be 19 DM. per day for pilots and 15 DM. per day for team members, to include board, lodging and flying services.

There may be considerable difficulty in obtaining permission for cloud-flying anywhere over German territory, although efforts are being continued to obtain the necessary concessions.

Radio in the Standard Class will not be permitted. In accordance with the U.K. proposals, it is hoped to adopt our system of starting, allowing each pilot to select his time of take-off.

* * *

LILIENTHAL MEDAL

The C.V.S.M. have recommended that The Lilienthal Medal this year should be awarded to Wolf Hirth.



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BOOK REVIEW

Glider Maintenance Manual by R. C. STAFFORD-ALLEN. Published by the British Gliding Association, London, 1959. Size 5½ × 8 ins. Price 5s., postage 7d. extra.

THE maintenance of gliders is a craft. It is difficult to write about a craft without either being so vague as to be useless, or so detailed as to be appropriate only to the job described. The author of this book has succeeded in striking the right compromise.

The book is composed of eight chapters which have previously appeared as articles in SAILPLANE & GLIDING, together with some useful appendices and a chapter by Mr. C. O. Vernon on the B.G.A. airworthiness organisation. It gives a surprisingly large amount of useful information without going into technicalities for the sake of technicalities.

I hope that its success will encourage the author in a year or so's time to bring out a new edition which will go into the subject in greater detail by describing and illustrating with photographs a few specific examples of deterioration or damage and their subsequent repair.

The safety record of gliders in this country, from the airworthiness aspect, has been surprisingly good. This is largely due to the simple and satisfactory design of the aircraft which we have, but it is also the result of the skill with which they have been maintained and repaired, to a great extent by amateurs. It is to be hoped that this will continue, but it can only do so if a considerable number of glider pilots take a real interest in their aircraft instead of leaving it to someone else, and themselves acquire skill in both inspection and maintenance. This is not easy. It needs knowledge, patience, and a modicum of skill and above all observation and imagination to "smell out" trouble.

To anyone who wishes to learn about glider maintenance, this book is an excellent introduction.

LORNE WELCH.

Correspondence

GLIDING CLUB STATISTICS

Dear Sir,

Please may I offer to you my sincere congratulations on the tables of Gliding Club Statistics for 1958 published in the April 1959 issue. They are very comprehensive, and full of interest. No doubt like many others, I have wondered how they might be used to show the relative efficiency of different Clubs.

The sums which can be done will show the average duration of each flight; aircraft utilisation in hours per year; and the average number of hours flown by each flying member. This latter figure is, however, complicated by the unknown hours flown by course members in club aircraft; presumably the more the hours flown on courses, the less the proportion of the total done by members. I have made the somewhat arbitrary assumption that every course member flew for two hours, and have subtracted the appropriate hours from the club total to obtain the figures for club members. This is probably inaccurate, and I have therefore searched for some other measure of club efficiency which contains fewer unknowns.

After a good deal of thought, I am inclined to think that the average number of cross-country miles by each flying member is most likely to measure the efficiency and enterprise of any Gliding and Soaring Club. In the list which follows, I have shown the figures which result from your excellent tables; with, I hope, suitable modesty, I have placed the most efficient club, by my measurement, last. Here are the nine best:—

Club	*Average per member*		*Utilisation*	*Duration of*
	miles cross-country	*hours*	*Aircraft hours per year each*	*average flight minutes*
Cornish	2.68	3.54	168	6
Lasham Centre	2.92	3.31	235	8.07
Midland	3.54	6.25	211	20
Cambridge Univ. ..	3.78	2.75	135	9.6
Derbyshire & Lancs. ..	4.32	2.26	77.5	6.7
Bristol	6.5	2.96	98	8.13
Scottish G.U.	7.7	5.57	87	11.7
London	8.3	5.16	201	14
R.A.F. G.S.A.	9.3	4.23	62	10.55

G. J. C. PAUL.

[Readers may have noticed, in the table published in our April issue on page 94, that Lasham gave the same cross-country mileage in each of the two columns "from site" and "by club gliders"; but including private owners the total "from site" was 9,529 miles, not 1,924. Consequently the figure for Lasham in Air Commodore Paul's first column is not strictly comparable with those of other clubs.—ED.]

SELECTING INTERNATIONAL TEAMS

Dear Sir,

I would like to reply to the two very interesting letters from Dr. James and Lieut.-Col. Deane-Drummond in your current issue: both on much the same problem.

The selection of pilots to represent a country in World Championships is a problem which has always given trouble in all countries, and presumably always will. The problem is to produce a system which (a) will be most likely to send the best team and (b) will satisfy everyone (or nearly everyone) that this is in fact what it will do, and that no favouritism is given anyone.

Our own system (used since Sweden in 1950, where there was a lot of criticism) does seem at least to have produced *results*—I don't think anyone can be dissatisfied with these. It does not seem to be fully understood—at any rate by Dr. James, so I will briefly describe it.

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We are planning some interesting tasks over the weekend and are able to offer limited Clubhouse, Dormitory, Caravan and Chalet accommodation for those who book their places in good time. A place at the Bar requires more shoving than booking!

The Lonsdale Gliding Trophy will be competed for at this Meeting for the first time — thanks to the generous co-operation of Lord Lonsdale.

Our pilots are *not* selected by the British Gliding Association, but by a Committee consisting of the Chairmen of all full-member clubs. If there has been favouritism therefore (which I personally do not for one moment believe), it is not the B.G.A. who should be blamed.

Colonel Deane-Drummond suggests that the result of the Nationals should be the sole arbiter. This is perfect from the point of view of (b)—practically no one would grouse, and literally no one could infer favouritism. But I personally am sure it would not necessarily produce our best team, which is to my mind even more important.

Supposing, on 9th May, Nick Goodhart gets influenza and Tony Deane-Drummond is suddenly posted for a month back to the Persian Gulf, whilst a drunken driver in a strange car demolishes Tony Goodhart's trailer and glider. Are they all to be dropped from our Team in spite of their records to date? This method also involves the belief that there is no factor of luck whatsoever in modern Contest flying. All my experience indicates that there is, although not to the extent that appears on the surface. Indeed, at Leszno, Tony himself had a stroke of bad luck which I would have said was literally unavoidable which resulted in his final placing dropping 6 or 7 places.

My own opinion is unchanged. A potential World Champion is any pilot who comes in the first 25% of the placings at a World Championship, and if he does that he should be given another chance unless his flying has clearly deteriorated. But this is only one of the many factors to be taken into account, and only an expert and unbiased committee can do the job properly. Let us by all means select a body whose decisions will be widely approved, but do not let us funk the issue by making the choice merely the result of a mechanical process which cannot take into account a hundred human and technical factors. And before making any drastic changes let us ask ourselves if we have any reason to think we could have done better than we have since 1952? Few foreign nations would think so.

Coming to Dr. James' letter, I personally agree with the first three-quarters of it; I believe a handicap system would add to the interest and value of our Nationals, but be dangerous if Colonel Deane-Drummond's suggestion was also adopted. But I am disappointed in his last paragraph, where he descends from facts to demagogy. The demagogue appeals to emotions and not to reason, and this is essentially a matter for reason.

A phrase like "a purge of reactionaries" always makes me want to find out what is really meant. Clearly Dr. James does not really believe that the B.G.A. would become a better body if he were able to go round the Council table administering excessive doses of castor oil to selected members (selected by whom? Dr. James?). No; what I infer he means is that he knows certain people who would do a better job on the Council than some of the existing members.

If so, his course is clear. Council Members are appointed by the affiliated clubs, and he should contact the clubs whose members he criticises and suggest alternatives, or get his nominees to put themselves up for appointment to the Council. Alternatively he could for a small sum become an Individual Member and get up and give his views at the Annual General Meeting. He can take it from me they will be listened to anxiously, and that anyone with new ideas is more than welcome.

But don't criticize the B.G.A.; it does not create itself, but works with those people who are appointed to it by its members.

PHILIP WILLS.

Sir,

I was sorry to see Tony Deane-Drummond writing as he did in SAILPLANE & GLIDING because his comments are not only unfair but impractical.

Firstly, the Seeding Committee is formed of the Chairmen of full member clubs of the B.G.A., who provide nation-wide representation, and a complete lack of partiality; it also includes the Chairman of the Master Committee as chairman and the last Team Manager as adviser. While it is impossible to devise a perfect system, this arrangement has produced teams the composition of which has been generally accepted, and which have produced good results in competition.

Secondly, the selection of the team does already depend to a large extent on the results

of our Nationals. (One of the reasons for having the League system is to show who is really up to world standard.) But it would be quite unfair to go quite arbitrarily on these results alone, for the following reasons:—

(*a*) A pilot might be prevented from being at the top in the final National results because shortly before the end his glider had been wrecked through no fault of his own; e.g. a tug runs into it on the ground. Does Tony seriously mean that this pilot, who might have won the World Championships the year before, cannot even be considered?

(b) A complete flash-in-the-pan nova of interesting temperament in an exotic glider might, by some added good luck, get into Tony's arbitrary list. Does Tony seriously mean that he should oust another pilot of great steadiness and vast international experience *without any further consideration?*

No: serious thought must be given to the make up of the team by an impartial body, because of the many aspects which are not covered by the Nationals results pure and simple.

One important consideration is the training up of young new Team pilots. There is obviously much more point in having such people as reserve pilots or as crew, than older pilots nearing the end of their "World Championship life".

The other point with which I cannot agree is that there is no advantage whatsoever in flying experience abroad. Winning championships is not only a matter of thermal soaring, but also of coping with language, organisational and navigational problems, and for some people the differences of food and temperature. In practice most people have found their first World Championships more of an ordeal than they expected, and this is why the Championships Committee tries to give pilots on the seeded list opportunities of widening their experience by flying in other countries.

When selecting a team to represent our country, it would be foolish not to give every thought to the matter, and use all the experience available. This is why the Seeding Committee also considers the seeding list put into order by each of the pilots on the list.

That the 1958 British team was a good one is shown by the fact that, of the seven countries which entered four gliders, it came third based on the sum of its placings, the figures being:—Poland 26, Germany 28, Great Britain 29, Yugoslavia 35. Looked at another way, our placings of 2, 7, 7, 13 were higher in the list than those of every country except Yugoslavia which had placings of 4, 11, 8, 12.

I only hope that the system which is able to produce such excellent results is allowed to continue.

ANN WELCH.

Farnham, Surrey.

Dear Sir,

We feel that Colonel Deane-Drummond's letter in your last issue should not go unanswered if only because of the inference that the Selection Committee is the subject of lobbying and political pressure.

We feel that his letter is very damaging to British Gliding, particularly amongst readers abroad, and as both of us have sat on the three most recent Selection Committees for the international team, we would like to state that at no time have we been influenced in any way either by seeded pilots or, for that matter, by anyone else in the Gliding Movement, and we can assure the gallant Colonel that it is only actual results, whether in the Nationals, Rallies or individual flights, which have the attention of the Selection Committee when choosing the teams to represent this country in International Gliding Championships. Further, we, at least, have never met "backbiting or cynical comment" following the selection of a team. Whatever the choice, some disappointment is inevitable.

GODFREY LEE,
Chairman, London Gliding Club.

HUGO TROTTER,
Chairman, Surrey Gliding Club.

Dear Sir,

Regarding Tony Deane-Drummond's suggestion that the results of *this May's* Nationals should decide the British Team for the *July* 1960 Internationals, I have the following remarks to make.

(a) There is a good three-quarters of this year's gliding season to go *after* the Championships during which pilots may (or at any rate have the opportunity to) improve considerably.

(b) The French team will (or should) be selected from the results of their Championships in June/July—*but* theirs are One-Design Comps. (in Bréguet 901s); there certainly aren't enough Olympia 419 and Skylark IIIs available for *all* the pilots in our League 1.

(c) Since we should enter pilots in both Open and Standard Classes in the Internationals, should not pilots flying Standard Class gliders stand a fair chance of selection? —i.e., I repeat my suggestion made in the February issue that there should be some form of handicapping in the Nationals so that there *shall* be (as Deane-Drummond says) *fair* competition.

Incidentally, I am sorry that Brennig James feels that my handicap proposal is only a superficial answer—I don't see the connection between it and his B.G.A. reactionaries! I'm all for reactionaries anyway!

TONY GOODHART.

Sir,

AIR TO GROUND PHOTOGRAPHY

The article by A. Purnell on Air to Ground Photography in the February issue was interesting but in my opinion does not go quite far enough.

In my case the problem was solved in 1957 by rigidly fixing the camera to take a picture of the scenery with a wing-tip just showing at the top. All that is then required is to point the wing just above the chosen turning-point and release the shutter. No time or height is wasted with this method.

A small piece of duralumin can be bent and bolted to the woodwork of the canopy and used as a bracket to which can be screwed the camera using the tripod bush. Obviously it must be possible to wind on the film whilst flying, and the shutter can be released by a normal cable release. A picture taken through clean perspex is quite good enough for recognition purposes, but a wide-angle lens will greatly help when attempting to plot the turning point on a map. The B.G.A. Technical Committee should approve a modification of this sort, although no difficulty should be experienced.

This system was tried out at the end of the summer and worked perfectly—unfortunately too late to be used on any triangles. Mr. Purnell's methods are obviously much better for taking views or pictures of other gliders in the air, when there is plenty of time available, and the quality of the final print is important.

Kuala Lumpur. A. J. DEANE-DRUMMOND.

OTHER NATIONAL CHAMPIONSHIPS

Holland.—Philip Wills will fly in the Championships, which, as stated in our last issue, are at Terlet, near Arnhem, from 16th to 30th May.

Germany.—This year's Championships are to be held at Forchheim, near Karlsruhe (a few miles east of the Rhine, at the northern end of the Black Forest) from 21st June to 5th July. This may give a clue to the venue of next year's World Championships, which is not yet announced. Entries for the Nationals are provisionally limited to 40.

France.—The Championships are at St. Yan from 20th June to 5th July, and Britain will be represented by a participant.

Austria.—The Championships are being held at Zell am See from 16th to 31st May, 1959. Foreign participants have been invited from Belgium, Czechoslovakia, France, Holland, Italy, Poland, Sweden, Switzerland, West Germany and Yugoslavia.

Kent Gliding Club leaves Detling

by Mickey Gilbert

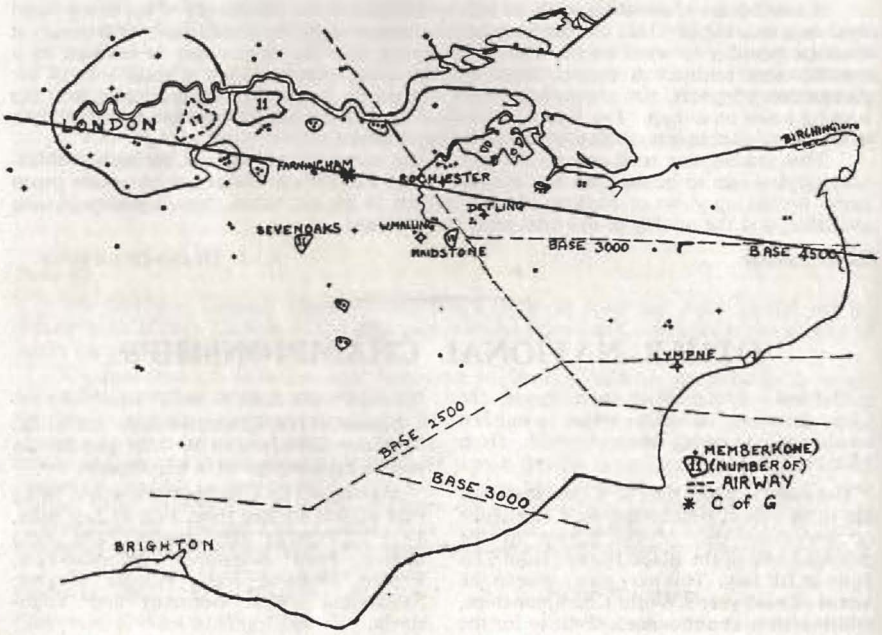
THE Kent Gliding Club (pronounced K-E-N-T) has now become homeless. On Sunday, 15th March the pre-war tenant farmer, who has just completed re-purchase of the land from the Air Ministry, informed the Club that they could no longer glide at Detling, as he wished to fence the field for hay. Flying went on for the rest of that day, but by the evening arrangements had been made to get the gliders down to Lympne where we have been made very welcome for a temporary stay.

In the three years since its inception at a meeting in Maidstone, the Kent Club has become one of the largest in England, with about 140 flying members and some score or more Associates, drawn mainly from South-East England, but including members as far apart as Norwich and Grenoble.

The main population served by the Club is drawn from the S.E. environs of London, including Woolwich, Sidcup and Bromley, totalling 40% of members; Maidstone and Suburbs 12%; and the Sevenoaks area about 6 or 7%. Altogether 70% of the members travelled eastwards to Detling and 18% travelled westwards, the remainder living within a few miles of the site and more or less south of it.

It is of some scientific interest, but of no practical value, that the distribution of members lies scattered about a line running more or less W.N.W.-E.S.E. across the countryside (Peter and Margaret Crabtree, who are at Norwich, are not considered here). The "Centre of Gravity" of the distribution is about four miles E.S.E. of Farningham and, needless to say, no one lives there at all.

As a gliding site Detling was well placed for accessibility to these people and was just outside of controlled Airspace, but as most of this corner of England is taken up by Airways and Control Area, a "milk run" to Ramsgate for Silver C was the only free-space cross-country trip available. All



flights south or east immediately come into Control and a northward trip would need to cross an Airway a few miles over the Thames Estuary. West Malling may soon add to the complications of Control in this corner and could severely restrict gliding on any near-by site.

The problem, therefore, is to find a site accessible to as many of the present active members as possible, and outside of Controlled Airspace if possible, although as most cross-countries must be into controlled Airspace this may not necessarily be an overwhelmingly important factor.

If an ideal site in the area does in fact exist at all, there may be further problems in persuading the owner to sell, and who can blame him if he refuses? It cannot be denied, however, that when nearly two hundred people in the region have acquired a taste for gliding that was met, at least in part, by the Kent Gliding Club, the problem is not likely to be allowed to slide into oblivion. Where there is a Will there is, by repute, a Way, and some 200 Kentish Wills (plus a bit of help from Philip Wills) must surely get quite a lot of the way.

* * *

Footnote: Anyone wishing to inspect the Mathematical Analysis of the Regression Equation derived from Kent Club Membership is quite welcome to do so. A contribution towards the cost of a new site will be accepted by the Author at the same time.

News from Denmark

by Per Weishaupt

THE annual meeting of Representatives from the Danish gliding clubs on Sunday, 15th March, was preceded on the Saturday evening by a meeting at which the very excellent Polish film of the Leszno Championships was shown and a discussion was held on accidents and how to avoid them.

The report of the chairman, Hans Harboe, showed that the progress of 1957 had not been maintained in 1958, partly because of unfavourable weather, especially during the spring. The total number of launches showed an increase to 15,474. But the number of hours went down from 2,175 to 1,867; and the number of distance flights from 102, totalling 6,774 km., to 58, totalling 4,176 km. (H. W. Jensen in the U.S. Championships flew nearly as great a total distance *alone* with his Lo-150: 3,550 km. in 16 flights at an average speed of 59 km.p.h.). And the number of Silver C's went down from 14 to 6 and the number of Silver C legs from 61 to 27.

There was no central competition in 1958. The decentralised competition between the clubs now runs over 8 months instead of 6 and includes a speed class. It was won by the Air Force station at Skrydstrup, beating Karup air station which has been the winner in preceding years. The best civil club was the "Aviator" at Aalborg.

New Danish Records

New records during 1958 included Niels Sejstrup's 431 km. free distance flight in Poland and a 208-km. goal record for two-seaters by B. S. Soerensen and O. Korsholm in a Kranich from Skrysdtrup to Vaerloese. Sejstrup flew an EoN Olympia.

The most outstanding flight of 1958 by a Dane was Harald Wermuth Jensen's 625 km. (388 miles) out-and-return flight Bishop-El Mirage-Bishop during the U.S. Championships, in which he was placed third. Neither Jensen's nor Dick Shreder's even faster flight in this longest race in the history of gliding could become an international out-and-return record because they were released about 6 miles from the centre of Bishop airport which was the finishing point.

But Jensen got his second diamond (the first Danish for a flight of more than 500 km.), and also the Danish speed records over 200, 300, 400 and 500 km., with 77.6 km.p.h. Recently, with his Lo-150, he visited Dr. Raspet, who undertook measurements also of Dick Shreder's HP-8 and the German Phoenix.

At the meeting the Göta-Cup, which is given for specially meritorious service to gliding, was presented to Mr. Einar Dessau, Vice-Chairman of the Royal Danish Aero Club, who made the first gliding experi-

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ments in Denmark in 1909, and who has been a member of the Aero Club for the whole of its 50 years. He was Chairman of the Danish Gliding Committee from 1945 to 1950.

Proposed National Gliding Centre

On the occasion of the 50-year Jubilee of the R.D.A.C. the members of the gliding clubs presented a sum collected for the purpose of establishing a national gliding centre. This sum is slowly growing and is expected soon to reach its goal of 10,000 kroner (about £500), and it is intended as the foundation upon which this project shall grow into existence.

As there is no money to buy a piece of land solely for gliding purposes, the idea is to buy a farm and use it both for farming and gliding. It is believed that if we can get some favourable loans the plan should work. The farm would be situated in the middle of Jutland where thermal conditions are best, and between the prohibited areas around the air force stations.

Airways Restrictions

Another most important subject for discussion at the meeting was the present plans for new airways, terminal areas and air traffic rules which have been put forward by the Danish civil aviation authorities. They seem to have been worked out without any thought of gliding, and if carried out will make real soaring more or less impossible, as flying above 3,000 feet will be impossible, and in the new Copenhagen T.M.A., which covers an area in which half the population of Denmark lives, conditions will be even worse. Needless to say, the plans have been heavily opposed by the gliding clubs.

Dual Training

An important development during the year under review, which will continue this year, is the abolition of single-seater training. The last SG-38 is expected to be replaced this year by modern two-seaters, of which a number was imported and more are being imported in 1959, as the 7½ per cent duty on sailplanes as well as on other aircraft has been removed (only on parachutes there is still a 10 per cent import duty!). The types imported are mostly German—Rhönadler, Rhönlerche, Bergfalke, etc.

The next development will be to replace the faithful old fleet of Grunau Babies (which still account for about 30 of the 70 Danish sailplanes) with modern single-seaters.

FRANK FOSTER MEMORIAL FUND

IN addition to the contributors to this fund listed in our last issue on page 82, the following have also contributed to the fund to date:

London Gliding Club.
Mr. Barrett.
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R. Travell, Toronto.
G. B. H. Collinssplatt, Knightsbridge.
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C. W. Bentson, London G.C.
P. V. Huggett.
Kronfeld Club Member.
Capt. R. S. Barnaby, Philadelphia.
P. A. Wills, Henley.

The total amount now contributed is £135 3s. 7d.

Any further donations to the fund will be gratefully acknowledged and should be sent either to the London Gliding Club or the British Gliding Association before the end of May 1959.

(In the last list Maj. H. Charton was wrongly described as Hon. Sec., L.G.C.)

José Weiss — British Gliding Pioneer

Two important anniversaries occur this year, both connected with the same man, José Weiss. A hundred years ago, on 21st January, 1859, he was born in Paris, his family having come originally from Alsace. And just fifty years ago, on 27th June, 1909, a Weiss glider made the first British soaring flight, piloted by E. C. Gordon England, who rose about 40 ft. in slope lift over Amberley Mount and remained airborne for 58 seconds. Below, we publish two articles in celebration of these events.

First are some personal reminiscences of José Weiss by his son, Mr. Bernard Talbot-Weiss, who, under the name of J. B. Weiss, published in 1923 a book "Gliding and Soaring Flight," a copy of which is in the B.G.A. Research Library.

Mr. Talbot-Weiss, who learned to fly with the Royal Flying Corps in the first world war and later became a barrister, has undertaken to give a talk at the Kronfeld Club about his father's work.

In those days "induced drag" had not been heard of, and Weiss's papers in the 1907 and 1908 *Aeronautical Journal* show his conviction that if a glider could be as perfectly shaped as a soaring bird, with just the right amount of elasticity in each part of the wing, it could "sail" on a practically horizontal path, because the only loss of height would be due to the drag of skin friction, which could be made minute. In fact, he gives the impression of regarding upcurrents as playing a rather subsidiary role in "sailing flight" by merely making up for the very slight sink caused by skin drag.

Mr. Gordon England, whose soaring flight in a Weiss glider is described by Peter Brooks in the last article, once described, at a lecture to the B.G.A. in its early days, how he came into aviation. He was fired with enthusiasm on visiting an Aero Show at Olympia in 1909 at the age of 17, tried to get a job with one of the exhibitors, and succeeded with Mr. Weiss; hence his choice as pilot for the first man-carrying glider.

A.E.S.

The Centenary of José Weiss

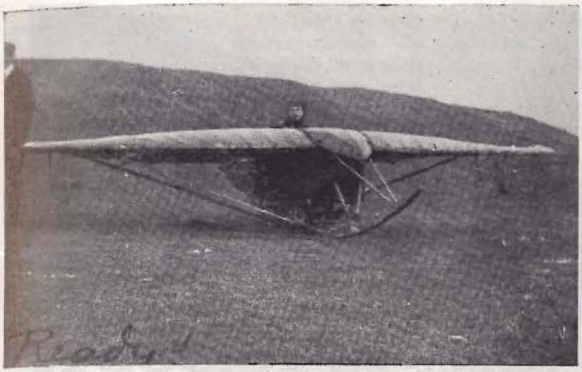
by B. Talbot-Weiss

Reprinted from the "West Sussex Gazette," Arundel

It is easy to forget the names of those to whom we are most indebted for the basis of our knowledge of the principles of heavier-than-air flight. Prominent among them was José Weiss, the centenary of whose birth fell on 21st January. In an age when faith in the conquest of the air was generally scorned and encountered every discouragement, his perseverance and the sacrifice of his time and his means were rewarded by discoveries which did much to lay the foundations of the science of flight. Those, at least, who derived profit from his labours may well rank him with the foremost pioneers of British aviation.

José Weiss was born in Paris on 21st January, 1859. Some 25 years later he adopted this country, becoming a naturalised British subject. An artist by profession, he soon came before the public as a painter of English landscapes. For 23 years from 1897 he lived in West Sussex at Houghton House, Houghton, and drew his inspiration from local Sussex scenes in all their diverse moods and aspects. His production was prolific. Examples of it can be found in collections in many parts of the world, especially in America where his style was held in high esteem.

Though, by the sale of his pictures, money was earned with comparative ease, all that remained after meeting domestic needs was entirely absorbed by the cost of his experiments in aeronautics. Recognition is due to José Weiss for his patient researches in the field of natural flight and in the application of natural principles to the wing and body design of aircraft. At an





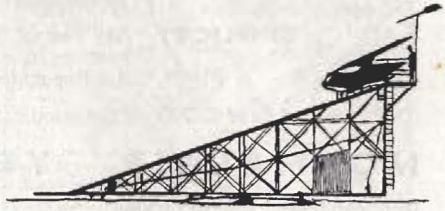
José Weiss: and, on the left, his man-carrying glider on Amberley Mount, with Eric Gordon England partly visible at the wing tip.

(Courtesy: "The Aeroplane")

early age, in the mountains of Austria, he had speculated on the mystery of the effortless flight of eagles, and from then on he devoted himself to an intensive study of the problems of aerodynamics. It was perhaps the intuition of a great artist that enabled him to perceive solutions which conventional scientific approaches had failed to reveal. In particular he applied the knowledge gained by his researches to the achievement of natural stability, a quality so notably lacking in the aircraft of those days, and the result of his work has undoubtedly influenced many successful designs of inherently stable aeroplanes both in this country and abroad. The many other theories derived from his exhaustive study of birds are, for the most part, embodied in papers read by José Weiss before the Aeronautical Society (not then Royal) in 1907 and 1908.

His first experiments with dead birds—rooks, gulls and an albatross—were followed by experiments with model gliders. These models, ranging in weight from two to 100 pounds and extending in number to upwards of 200, were thrown from a tower standing 42 ft. from the ground on a slope of Houghton Hill. On attaining their normal flying speed, they would immediately right themselves and in favourable conditions would reach a gliding angle within three degrees or even two degrees from the horizontal. In ascending currents they would frequently rise to considerable heights, travelling against or circling in the wind in the manner of soaring birds. For one of these models he was awarded a special medal at the "Premier Concours d'Aviation de l'Aero Club de France" in Paris in 1905. Another is preserved in the Aeronautical Section of the Science Museum at South Kensington. Yet in spite of these achievements the attitude of the public was one of scepticism. Indeed the lay Press lost no opportunity to ridicule the enterprise.

Later, and for larger models, launching was effected by means of an inclined slipway on a rigid structure of light steel joists. This structure was erected on Bury Hill about half a mile north of Whiteways. It was mounted on four rollers running on a circular rail fixed to the ground. The last experiments, with piloted gliders, were made on Amberley Mount without the aid of any launching appliance. The glider was placed on a trolley which would run to the edge of a slope when a push from behind would launch the machine over the brink



A Weiss model on the launching ramp



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TORONTO

into ascending currents. The craft differed only in size from the smaller models. In June, 1909, Eric Gordon England, who with great daring manned this machine, and who was later to become famous as a pilot, designer, works manager and consulting engineer, attained a height of 400 ft. above the valley and covered a distance of 1½ miles from his starting point—a remarkable gliding record at that time. These flights attracted a number of pupils and the group became known as the Polytechnic Gliding Club, probably the first gliding club to be created.

Successes with gliders led to the construction of power driven craft. Mr. (now Sir Frederick) Handley-Page, who was then conducting experimental work at Barking, had long been interested in the Weiss principles. A Weiss-Handley-Page monoplane was exhibited at the Aero Show at Olympia in 1909 and the first Handley-Page machines of 1911 and 1912 were still in general accordance with those principles. They owed their exceptional flying qualities to the design features of their wings. One, piloted by Edward Petre, was the first aeroplane to fly over London when it voyaged up the Thames from Fairlop in Essex to Brooklands.

Among the beliefs of José Weiss there were many that were far ahead of his time. Yet he spoke with confident authority and the path that he pointed has been proved to be right.

By nature José Weiss was endowed with the temperament of a philosopher. He visualised aerial communication as a means of promoting universal peace. He abhorred the cruelty of war and it grieved him deeply that the emergence of the aeroplane to which he had devoted so much of his energies should be seized upon for the purposes of war. Chagrin may well have contributed to failing health, ending in his death in 1919.

Above all his memory will linger as an object of singular veneration by students of aeronautical history. He had indeed a striking personality displaying a coalescence of the vision of an artist with the acumen of a scientific mind. It has been said, and perhaps with truth, that posterity will class José Weiss with the geniuses of his age.

The World's First Soaring Flight

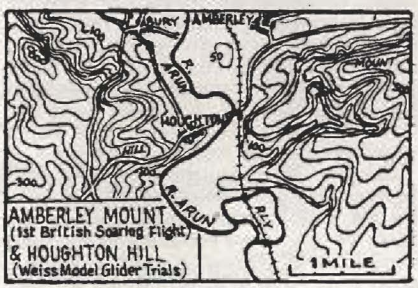
by Peter Brooks

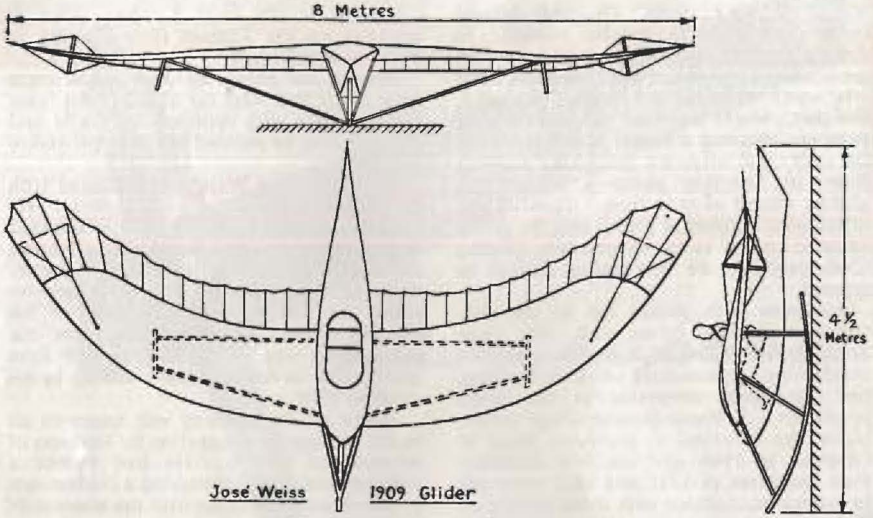
At the time this flight in a Weiss glider was made, the Wright Brothers had already maintained height in their gliders for up to 2 minutes, but Mr. Brooks claims that the soaring flight here described was the world's first because it included a well-defined gain of height. The article first appeared in the "Redhill Newsletter" for February 1951 and in GLIDING for Summer 1952

FIFTY years ago what was probably the World's first soaring flight was made by E. C. Gordon England over Amberley Mount near Arundel in Sussex. The date was 27th June 1909, and the aircraft, a Weiss glider. The following details of this little-known bit of history are largely taken from a French book—"L'Histoire du Vol à Voile", by Eric Nessler, although certain obvious inaccuracies in his account have been corrected.

The early Weiss designs were automatically stable, tail-less monoplanes with crescent-shaped wings. The characteristic Weiss wing was very thick at the root and tapered sharply in chord and thickness towards the tips, which were markedly swept back and "washed-out".

From 1905 to 1908, Weiss made hundreds of tests with model gliders built to this general layout, either on the western and northern slopes of Amberley Mount or on the flat ground nearby. For certain of his later experiments he launched the models





from a wooden tower nearly 100 ft. high. Some of the models weighed as much as 85 lbs. with a wing area of 40 sq. ft.

At the end of 1907, the trials at Amberley had progressed to the stage where a machine, large enough to carry a man, could be built. This full sized glider was very similar to the models that preceded it. Its 26 ft. span wings were braced to two pylons and had an area of 108 sq. ft. The fuselage was in the form of a nacelle immediately beneath the wing. There was no tail unit. A single long skid beneath the fuselage and two spring hoops at the wing tips served for the under-carriage. Empty it weighed about 100 lbs. Like the models, it was automatically stable. Fore and aft control was achieved by moving the pilot's weight backward and forward on a sliding seat. A transverse lever warped the trailing edges of the wing tips for lateral directional control. There was no rudder. This glider was flown on brief hops, first by Weiss, then by Gerald Leake, Dr. Alexander Keith and E. C. Gordon England, all three of whom were helping Weiss with his experiments.

Gordon England quickly progressed beyond the stages of short hops. For launching the glider would be placed, facing the wind, on a crest of the hill and the pilot would then wait for a gust which, aided by a good push from a helper, would lift him into the air. He then usually glided down into the valley. However, on 27th June 1909, Gordon England by getting into the slope lift over the western face of Amberley Mount succeeded in gaining about 40 ft. above the launching point and then achieving a glide lasting about a minute and covering half a mile. As far as is known, this was the first soaring flight with clearly defined gain in height ever made. Lilienthal, the famous German pioneer, probably attained a brief moment of sustained flight in August 1893. However, as he does not appear to have gained any height above the launching point, he can hardly be considered to have made anything more than a delayed descent.

Returning to the Weiss experiments, although numerous other glides were made with the same aircraft, none matched this effort of Gordon England's, apparently because the full significance of holding the position in the best lift over the hill's crest was not appreciated. The pilot of a Weiss glider, it is true, had little say in the matter, because the machine seems to have been so stable as to be almost uncontrollable. Nevertheless, Gordon England, by a combination of luck and good judgment in launching himself from the right part of the hilltop, certainly flew for an appreciable time in the best lift on his historic flight.

Two on Tow

Reprinted with acknowledgments from "Australian Gliding" (not the April Issue)

ONE of the most novel ideas in glider launching was used successfully in 1937 by a team of Russian pilots who were engaged in a study of flying and soaring conditions at very high altitudes.

A glider train was prepared using a large twin-engined military transport as a tug and a two-seater and single-seater sailplane. A steel cable ran from a winch inside the transport to the nose of the two-seater sailplane. This sailplane also contained a winch from which another cable ran back to the nose of the single-seater.

When the sky-train took off from an aerodrome near Moscow, the single-seater left the ground first and kept station behind the two-seater. Then the two-seater took off and finally the tug was airborne.

Circling twice over Moscow, the train gained height to 15,000 ft. which was the ceiling of the tug. The winch inside the tug then began paying out cable and the two sailplanes, in tandem formation, began kiting up by pulling back against the cable. When the two sailplanes had reached 18,000 ft., all the wire had been paid off the winch in the tug. The two-seater sailplane then began to pay out cable from the winch it was carrying and the single-seater kited upwards again until it reached 21,000 ft.

Finally, both gliders released and glided down to land back at the aerodrome where they started.

After this experiment, the Russians announced that another attempt would be made at a later date to reach even higher altitudes, but it is not known if they were ever tried.

ANNUAL BEST FLIGHTS

DISTANCE, SINGLE-SEATER: Charles Green, Long Mynd-Faringdon in Skylark II, on 15th March, 81 miles.

FREE GIFT FOR PILOTS

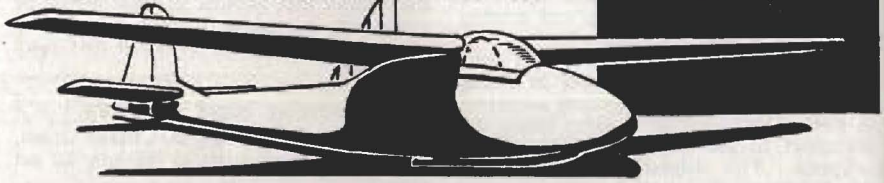
On the opening day of the National Championships, 9th May, competitors will find themselves presented with samples of Wadpol by Valay Industries, of London. It is a combined cleaner/polish for metal and painted surfaces, and is widely used in many countries.

B.G.A. NEWS

Attention is drawn to the important announcement regarding the Secretary which appears in the British Gliding Association's advertisement on page 129.



CLUB AND ASSOCIATION NEWS



THIS month my editorial will be brief and to the point, merely to say "may the best man win" at the Nationals and also that Club news will be here as usual next time to report the happenings from clubs of those members who could not get to Lasham, but nevertheless have some soaring to report.

We welcome this month the Swansea club for the first time and wish them well for the future.

I would like to thank Club Press Secretaries for their very close co-operation in sending in Easter news as requested so promptly.

The August issue Press date for club news returns to a somewhat saner time and is first post Wednesday, 17th June, as usual typed double spaced on foolscap and sent to S.E. Ambulance Station, New Cross Road, S.E.14.

COLIN MOORE,
Club and Association News Editor.

BRISTOL

MARCH 16th saw our first cross-country of the year when Tony Gaze in his new T-42 flew 50 miles to Warminster to get his distance leg and also the necessary height on the way. There were good thermals on this day and several people were airborne for periods of up to two hours. Although we have had a crop of early thermals this year there has been little hill soaring as the usual North Westerlies have failed to appear at their usual strength. Consequently there is now a queue of people waiting to get their five hours.

Work is in full swing on preparations for the Nationals and there should be six teams representing Nympsfield; club entries are a Skylark II and Olympia, and private owner entries are two Skylark II's and two T-42 Eagles. Ground crews and vehicles are being sorted out and any likely looking car is liable to be fitted with a towing attachment before the owner realises it.

Membership continues to grow and a programme of instructor training has been initiated in order to ease the load on the existing club instructors. It is intended to run evening parties three times a week during the summer following the success of this scheme last year. This will demand good serviceability of equipment and complete overhauls have been carried out during the winter on most items.

Preparations are also in hand for the courses and we are keeping our fingers crossed for a successful season.

A.L.S.

CHILTERNS

FLT. LT. Phillips has been the only member to qualify for A and B certificates. Aero-tows continue to be very popular, and auto-tows have been successfully carried out at Benson. Flying took place from Booker over the Easter week-end. On Saturday, the 27th, conditions were favourable for soaring and some

members had their first "nibble" at thermalling. Warrant Officer Sam Sobey had a bigger bite than most and succeeded in qualifying for his C certificate in the Tutor. On the same day Dr. D. B. Janes soared the Grunau for over an hour reaching a height of 4,400 ft. Rain on Easter Sunday curtailed an early start to the day.

CORNISH

OUR usual author of these notes is at present unserviceable and the luckless substitute has only a few moments in which to cull a few thoughts and comply with the Editor's stipulated time of arrival.

Seven of us made the eastward pilgrimage to the B.G.A. Ball and meetings and returned filled with admiration and gratitude for all those elders of the council who do so very much to shape our destinies in the right direction.

Will those who swiped over half our champagne—drink again to a toast for a good soaring season for all of us?

In Jim Brook's absence in dock, Don and Nan Campbell visited us in March to cope with our annual C's. of A. and Bill Lewis has given a new look to our Motor Transport; he is apparently able to hypnotise all the vices and idiosyncracies out of a Ford V8 engine.

Early spring has been kind to us and we are ahead of last year in launches; Ron Brewer got a nice C with 43 mins. over the cliffs and was the first to tackle the new written exam., while John Kenney got his A and B.

The new Tutor with spoilers and blue and gold colour scheme, arrived from Plymouth and is very popular; prior to that Bert Luley won the Collins cup in the old Tutor without spoilers—two of his landings being less than a foot from the "mark"—and that without sideslipping, riding on the wheel or rubbing his nose in.

With the advent of Tony Edwards and John Harris as full-time instructors w.e.f. 13th April, we hope that there will be flying every day until 11th October.

Pip Phillips made a modest start on our Cross-Country Season by some 14 miles to Falmouth across wind and it is unfortunate that his own expanding business won't let him off long enough for the championships.

T.B.

COVENTRY

WITH the onset of spring and the delivery of our new Olympia, an atmosphere of hopeful anticipation is apparent in the Club. In fact, by 15th March, we were already able to sit back and watch all our aircraft thermalling. Amongst those taking advantage of these conditions were Howard Greenway, who took the red Olympia to Gaydon and back, reaching 6,600 ft. *en route*, and Tony Glover, who found that it was not necessary to reach this height to gain his C.

The previous week-end we were visited by John Williamson, who came to pass out our provisionally categorised instructors—John Greenway, Doug. Cunningham, Pete Berthelsen, and Lou Glover. Some of these names may well be cropping up in the "Nationals", as the Club has decided to enter an aircraft this year. Further representation will be provided by Vic Carr and Ivor Tarver, who are entering a couple of syndicate owned Olympias.

At Edgehill, John Greenway has taken over some additional land at the ridge end of the airfield, and one T-21 and a Prefect are now being based there.

Easter provided a mixture of weather conditions, and we were gratified to see a trailer leave on the first retrieve of the year, only to learn with some chagrin that it was off to fetch a thirsty member who had landed by his favourite pub—all of two miles away!

P.M.

CROWN AGENTS

THE Annual General Meeting was held on 23rd March, and was followed by a "Wine and Cheese" Party at which a short gliding film was shown.

About 45 members and guests attended, including Michael Wilson from the Nairobi G.C., who hopes to spend some part of his leave at Lasham.

J.E.G.H.

DERBY. and LANCS.

THERE have been a few wave soaring days recently to reward the hardy winter types. Notably on 22nd February when Keith Johnson soared the Skylark II to 6,000 ft., while two enterprising pilots opened the cross-country season by sinking to the bottom. Roger Dickson took the Gull IV into the orthodox field, while Jock

Milne in the Tutor explored pastures new.

The Social Season ended on 28th February with an amusing illustrated talk by Bryan Jefferson on the Hazards of International Retrieving. The A.G.M. on 21st March was well attended. We learned that although costs have increased over the last year, so have gate receipts and bar profits. Our winch drivers' appetites were whetted by the promise, in Cyril Kaye's report, of two new two-drum winches with Rolls-Royce engines. Messrs. Elrington, Kaye (jun.) and Tweedy shared the flying trophies which were presented by our Chairman, Basil Meads. Eddie Swales, continuing the Dickson tradition, presented the ground workers' beer mug to Peter Mackenzie.

Three new machines have recently made their appearance. A private Skylark III is the first of this type resident at Camphill. The new club Olympia will bring welcome relief to the overcrowded Skylark list. We understand that the new private syndicate Olympia is to be christened "Derwent"—we hope not too literally. Four Tutor pilots have taken over the old Krajanek.

It was with great regret that we learned of the death of Ida Weir after an illness lasting over two years. During the first year Ida struggled to complete her training and gained her C certificate. Our deepest sympathies to Ted and Barbara Weir.

J.M.N.

EAST ANGLIAN

We can open this report with the news that another member has soloed, J. T. Colin Remnant, who is now busy flying the tutor. We have also got another instructor in the shape of John Bradley, late of Wessex, who is now stationed nearby and hopes to come frequently.

In preparation for the cross-country season which is now on us, we have been holding spot landing contests, and the efforts of some members in repeatedly dropping the skid on the "spot" have been noted with envy by others who have, shall we say, not got quite so near!

We had a visit from one of our ex-members in February, in the person of Cpl. Steve Warwick-Fleming, who was home on leave from Germany with many tales of wonderful German sailplanes.

We have been experimenting lately with "kiting", and F/O Dave Stephens and S.A.C. Michael Parker both had flights of 14 minutes which was, we thought, very good for first attempts.

We held our A.G.M. in the form of a dinner, and "a good time was had by all", especially when the bar was opened! At the meeting it was resolved that our operational efficiency must be improved, and soon after we did just that, and got in 64 launches in one day, using our one and only winch, this involved some members in stumbling around at the unearthly hour of 5 a.m. but it was agreed by all that it was worth it. Also at the A.G.M. we re-elected the committee, making Sgt. "Jock" Robson's appointment as Technical Member permanent, and electing J. T. Dave Butler as i/c Clubhouse and his efforts since then have made a surprising difference to gliding, we can eat as well.

On the Technical side things are proceeding as smoothly as possible under the watchful eye of Sgt. "Jock" Robson. The T-31 was given its major in one week instead of eight weeks like the last one. The "Eon Baby" is having its wings recovered as the fabric which was previously clear doped and varnished was considered to be on its last legs, we are spraying the aircraft all over at the same time and look forward to a very smart Baby emerging soon.

We have just put a new cable on the winch, and this allied with our new cable retrieving car, an old Austin 16/6 taxi with the back cut off(!) should enable us to keep up a much higher launching rate.

C.G.T.

FOUR COUNTIES

During the winter Stephen Hart, Tony Lamb and John Teesdale have completed building the new two drum winch. This wonderful machine (a description of which we hope will appear in a later issue of Sailplane & Gliding), is now in full operation. John had the satisfaction of getting his silver C height off one of its launches on 15th March in our new Olympia, but unfortunately missed his distance by a few miles.

Sgt. Stuart Keay has rebuilt a Tutor, making our fleet now six (T-21, T-31, two Tutors, Grunau and Olympia). Stephen Hart has organised seven dances in Stamford, the profit from which has nearly paid for the two-drum winch.

At our Christmas party, held at the Rutland Arms, Ketton, we said farewell to our C.F.I., Fg. Off. Don Ross, who founded the club three years ago. Now that he is posted to the R.A.F. No. 1 School of Gliding, he has handed over as C.F.I. to Fg. Off. Mike Farrand, to whom we extend a warm welcome.

T.J.B.

HALIFAX

THE main news is that the Halifax Club is now established on its own site. We have really made sure of this one, we've bought it. First flight from it in the T-31, Pilots C. Riddel (from Sutton Bank) and our old man Fred Lees, soared for twenty minutes in a thirty-knot wind, then only landed to let someone else have a go. We are looking forward to flying this Easter as we haven't managed to fly at Easter since we started four years ago.

The address of the field is Ringstone Edge, Barkisland, near Halifax. It is situated on the road No. A.6025 between Elland and Oldham where we should be pleased to see visitors from other clubs.

D.H.M.

HANDLEY PAGE

WE are at the time of writing, preparing for our first entry in the Nationals. Most of our efforts are being concentrated in building the Skylark trailer, which is scheduled to be finished in a total elapsed time of seven weeks! So far progress is almost on time, under the dynamic drive of Peter Neilson—who designed the trailer. The Skylark number 101 will be flown at Lasham by a team of three: Peter Neilson, Geoff Wass (C.F.I.) and Mike Wilson, supported by a small number of ground crew. Our new Humber Staff Car will be used for retrieving. This car seems to have plenty of power and should be able to do its job adequately.

The next major expedition after the Nationals, will be to Portmoak, during the Works Summer Holidays. It is hoped to take both the Skylark and Rhönbussard with us, and see some of the beautiful scenery there—from above! At home the soaring season started well with two C's won in the Tutor, early in March. The C's were claimed by Peter Elwood and John King who with Tony Newton (already in posses-

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"Sailplane and Gliding" can be obtained in the U.K. at all Gliding Clubs, or send 17s. (post free) for an Annual Subscription to:—The British Gliding Association, Londonderry House, 19 Park Lane, London, W.1. Single copies and most of the back issues are also available, price 2s. 10d. post free. Enquiries regarding bulk orders of 12 or more copies, at wholesale prices, should be made to The British Gliding Association.

OVERSEAS AGENTS

AUSTRALIA:	Stockists: Hearn's Hobbies, 367, Flinders Street, Melbourne.
NEW ZEALAND:	Direct from B.G.A. or contact G. Hookings, 23 Yattendon Road, St. Heliers, Auckland, E.1. Send Postal Order £1.
CANADA:	T. R. Beasley, 1425 Painter Circle, St. Laurent, Montreal, Canada.
SOUTH AFRICA:	The Aero Club of South Africa, P.O. Box 2312, Maritime House, Loveday Street, Johannesburg.
U.S.A., & OTHER COUNTRIES:	Please apply direct to British Gliding Association. Single copies 2s. 10d. or 17s. annually. (50 cents or $3.00 annually).
SCANDINAVIA:	Hans Ellerstrom, Gronalundsgatan 9B, Malmo, S.V., Sweden.

Red Leather Cloth Binder, taking 12 issues (2 years): 15s. 6d. post free from B.G.A. Will also bind your B.G.A. Personal Pilot Logbooks.

sion of his C) did the major job of making the Tutor airworthy.

Finally may we wish all our fellow competitors at Lasham the best Nationals yet.

L.W.D.

KENT

MARCH started well for the club and on the first week-end a ridge wind kept half a dozen members aloft at one time or another. Sue Parkinson had 5 hours and 10 minutes in the Olympia and Phil Buckley took the Skylark up for an hour or so until bad visibility in a rainstorm made her decide to land. She has only recently joined the Skylark syndicate.

The next week-end also looked promising. On Saturday the Early Birds had six launches apiece, although no soaring was available. On Sunday, however, just as the gliders were lining up at the launch point, the farmer who had just re-purchased the land from the Air Ministry informed the Instructor-in-Charge that flying must cease. Flying did, in fact, continue throughout the day.

During the next week the T-21 and the Olympia were flown to Lympne behind Philip Green's Tiger Moth and on Saturday the Skylark arrived in the trailer. Unfortunately, the trial week-end was limited to 14 flights on Saturday. The weather on Sunday can only be described as "Typical Detling Murk". What more need be said! Easter week-end was than made a trial week-end as well.

A general meeting was hurriedly arranged for Saturday, 4th April at the Wig and Gown in Maidstone in order that members could discuss the situation.

M.G.

LASHAM

THE re-organisation of the Lasham Centre as a training and launching body surrounded by satellite soaring clubs is really the main news of the quarter and a special general meeting of the Surrey Club was convened on 28th February to reveal "The Plan" to the members. All that now remains for everyone to discover is how to run a soaring club whose launching and training facilities are provided by a separate central body.

But even this problem has been overshadowed by the astonishing success of the L**** Fund launched and piloted by Wally Kahn with the crusading zeal of a Billy Graham. From being no more than a mirage of running water the prospect of civilised sanitation is now almost an accomplished fact.

Lasham also has a new hangar, an elegant affair costing just over £2,000, but already preserving the precious Tiger Moths from erosion by weather, white ants and whatnot, including jackdaws' nests.

With serious soaring still to come preparations for the Nationals in May are fairly far advanced. Meetings, lists, files, hiring of aircraft for towing, recruitment of minions to do some of the dozens of jobs involved—the familiar system is gathering speed. In fact any good towrope slicers will always be welcome in the Clubhouse.



Ten circuits were flown at No. 614 A.T.C. Gliding School by C. E. Passmore in this rig, which he donned to show that gliding is a sport for "top people".

On Wednesday, 25th March, Paul Minton took "66", the Skylark IIIB in which he holds a share, up to 10,900 ft. from a winch launch to 800 ft. to qualify for a Gold C. In the same machine on Easter Saturday Bill Tonkyn, another part owner, got to 7,000 ft. Other achievements on Saturday, 28th March, were a cross-country to Thame by Ann Welch in Nick Goodhart's Skylark III, in an attempt at a dog-leg Gold C flight to Great Yarmouth; a gain of height of 8,000 ft. in the Club T-42B by John Corbett; a gain of 7,100 ft. by H. Howitt in a Club Skylark II; and Philip Wills's celebrated attempt to reach us from Cornwall in which he landed at Exeter after a tow, quoted by the Press, "to 27,000 ft.".

B.H.

LONDON

WE only flew circuits for the first three week-ends in February and precious few of them thanks to the weather but with the week-end of the 21st-22nd came a good westerly wind and we flew 100 hours in the two days. John Charters got his Silver C duration in his Kite I and two C's were obtained in the Tutor by Peter Faunch and Bill Alexander.

Our thermal season started on 12th March when Arthur Doughty flew his Kite II round a 50-km. triangle, but just failed to get home, landing on the golf course less than half a mile away. The following week-end there was considerable local soaring and John Furlong went to Bedford and back in his Skylark III, a distance of just over thirty miles.

We held our annual Dinner and Dance on Saturday, 28th February at the clubhouse and we were lucky enough to have Mrs. Alexandra Orde as our guest of honour. The toast to the ladies of the club was proposed by Dicky Ruffett who complained that he was a most unsuitable choice for the job as he knew so little about the subject, this however we find difficult to believe as we have to congratulate him on his engagement to Sheila Tosh who has been a member since last summer. Our president then distributed the awards, the "Cellon" trophy for the best ab-initio pilot of the year went to John Charters, the "Dessoutter" trophy for the best reconstruction job went to Vic Ginn for rebuilding an Olympia, and the "Derry" trophy for work about the site went to Geoff Butt.

One Saturday evening Philip Wills came and whet our appetites for wave flying in New Zealand by showing us some slides and giving us a few tips, but what he forgot to tell us was how to get the time and money to go diamond hunting in this way.

Our new self-propelling winch has at last made its debut and appeared in time for Easter. Phil Ramsden, the designer, has incorporated many novel ideas in this project which has taken over three years to build. It has been finished in green and white with many coloured levers and controls to please the colour photographers.

During the Easter week-end we flew a hundred hours, most of these on the Saturday. A task to Twinwood Farm and back was attempted by three people, Geoffrey Stevenson in his Skylark III got to the turning point and back to Luton, 40 miles. Arthur Doughty in his Kite 2, making his third cross-country this year, found the cross wind too strong and landed at Cambridge, 36 miles. Archie Erskine, Olympia, got sunk on course about half-way to the turning point.

On Monday Geoffrey Stevenson did an out and return to Kidlington, 68 miles. Archie Erskine reached 10,000 ft. and landed at Halton.

We also had three solo's, Messrs. Keating, Tarnow and Kelley, whilst Adrian Fisher flew for half an hour in the Tutor to qualify for his C.

J.F.W.

MIDLAND

OUR thoughts and activities are at the present time, to do with our Easter Task-flying Rally, for which we have had a good number of entries, and which we hope will be one of the best meetings we have yet held. It only remains for the Weather Gods to smile on us, and give us a little of what we didn't get in 1958. At any rate, we sincerely hope it will all be very enjoyable, which is really the main thing, after all. The results of the rally will be found elsewhere in this issue, in a report by Lt.-Col. G. Benson.

1st February gave us a very pleasant day of waves. Weak ones, but enough to make most enjoyable flying, and the following day, our first real thermals of the year, livened up the hill lift, to give us the best Sunday flying for many weeks.

The sight of a roll cloud over the valley on 8th March, gave rise to great activity, which was well rewarded. Four pilots

contacted the wave, and achieved heights of up to 6,000 ft. a.s.l., until lowering cloud made landing a prudent move.

Sunday 15th March saw our first cross-country of the year. C. Green making 81 miles to near Swindon, in an attempted goal flight to Lasham.

We were pleased to see David Carrow, Mike Gee, Andy Gough, and five other Wessex R.A.F. members in late March, who came to The Mynd for a few days' soaring, and we hope we shall see more of them and their fellow club-members in the near future. Meeting pilots from other clubs, on visits such as this, is, we feel, one of the very real pleasures of our sport, and it was nice of the south westerly wind to blow, and give them an opportunity to sample the ridge on the 22nd.

C.G.

MOONRAKERS

THE Kranich emerged from the hangar resplendent in its red and yellow colour scheme and a peep into the "two pew" reveals everything bar the kitchen sink. It is now one of the R.A.F. G.S.A. entries for the Nationals. Two other entries are being prepared at UPAVON, namely the Skylark IIIB for Ken Fitzroy and the latest sailplane from Elliotts, the latter is the 401 (maroon and white) it has the wings of the 415 attached to a standard fuselage of an Olympia 2B. At this moment of writing it is off to the Easter Rally in the hands of John Williamson, who will also fly it in the Nationals.

Dick Stratton (clad in Gull IV) made a seven-mile downwind dash to the Alton Barnes ridge on the 28th February, unfortunately he was defeated after four hours by a decreasing wind and the fast approach of night.

Another open trailer has now been added to the fleet and as it is a light-weight, it is towable by any four wheeled vehicle with cylinders bigger than eggcups.

Friday, 13th March was an unlucky day for all glider pilots who were unfortunate to be confined to desks, etc., for the cumulus started to build at 10.30 and by mid-day were in great form. Geoff Chandler and Phil Goodwin grasped the opportunity, tightened belts, pulled out a winch and put the Grunau up for two flights, the first of 50 mins. and the next of 1 hr. 40 mins. Both times could have been longer but for the dreaded work of the afternoon. Air Traffic Control were somewhat perturbed because of the lack of R/T but the Controller soon entered into the spirit of the day.

The Easter weather provided everything from wet twenty down to some warm ten up. Both tug pilots worked overtime with the Chipmunk and good gliding was had by all. Mike Mantripp and Geoff Chandler were both delighted with life, as they converted to the Kranich on Easter Saturday and to the Gull IV on the Monday and our hearty congratulations to Simon Cooper who went solo on the day following his 16th birthday.

E.E.R.

NEWCASTLE

AFTER the maintainance period I mentioned in my last notes flying got under way again on 15th February with the Tutor and T-21 looking positively brilliant in their new colours but on the whole the weather since then hasn't matched their brightness and with the exception of two Sundays the flying has all been routine training. Still with those two good days and an appearance on I.T.V. into the bargain there have been enough newsworthy items to make this writer's job a little easier.

The following Sunday (22nd February) was outstanding not because of the amount of soaring that was done; there were only three soaring flights, all in the T-21, and none of them lasting much more than 20 minutes, but they were the earliest thermals we had ever experienced at Usworth and whetted our appetites for the following week when, although we were dogged by mechanical trouble there was over 12½ hours' flying from 30 launches, two cross-country flights and the completion of a Silver C. Condi-

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tions were not particularly good at first but brightened up as the day went on and at mid-day the cumulus were seen to be building up. The wind was a little west of north and though it was strong enough to give a cross-country pilot considerable help if he went straight downwind it was not too strong to hinder him if he wanted to head inland across it. At 12.30 Ian Paul was launched for an attempt on his Gold C distance but landed back after failing to contact any lift. His second launch was more successful and after a little scraping in the neighbourhood of the field, he gained height rapidly and set off in a southerly direction bound for Cambridge. As things turned out however he decided that he couldn't make it in the time available and after doing some soaring on a nearby slope landed on the top having covered a distance of 35 miles for an airborne time of 3½ hours. The other person who took advantage of the conditions to go away was Eric Vissenga who was launched in the Sky at about 1.15. He also set a southerly course and covered 40 miles, landing at Osmotherley which gives him the distance leg of his Silver C and as he reached a height of over 4,000 feet in the process, the said Silver C is now well and truly in the bag.

A large proportion of the total flying time for the day was put up by Andy Coulson in his Skylark III his "local" flying, all 2¾ hours of it, taking him from Usworth to Newcastle, from there down the coast and then back to the field. All told he covered a distance of 67 miles in the process of going round in circles and reached a maximum height of 8,000 feet. The T-21 also enjoyed the thermals and although soaring had to be limited as there was a long waiting list there were several flights of over 30 minutes and it was not until round about 3 p.m. that the sky became over-convected and the flying returned to the usual circuits, a state I may add in which it has been ever since.

The opportunites for going across country being few and far between at Usworth I think it is understandable that 22nd February has come to be regarded as a most welcome break in the routine of training and local soaring and we're looking forward to the summer (if and when it arrives) to provide us with a few more days like it so that we can add a little more to the total of cross-country miles.

L.A.C.

SCOTTISH G.U.

FEBRUARY and March were rather lean months for soaring at Portmoak. Bishop Hill was soarable on 22nd February, when fifteen hours were flown and Stan Milne and John Ford gained well-deserved C's. Both Benarty and Bishop Hills were soarable on 15th March and fourteen hours were flown. John Hendry, flying out from Benarty, contacted wave and reached 9,000 feet. Good thermals also provided some local soaring and Bill Lawson in his Eagle with David Hendry as passenger did some out and returns to various points in a two-hour flight. Apart from these two days we have simply been going round and round. Up to the end of March we had flown 60 hours for 300 launches.

The delivery of our second T-21 on 1st March resulted in an immediate boost in our training programme and a brisk and very necessary improvement in the launching rate. We have long felt the need for a second two-seater, and its arrival is an important milestone in the Club's progress.

A second Tutor, fitted with spoilers and a canopy, has also joined the fleet, and we expect to take delivery of our Swallow at the end of April. The Club fleet will then consist of two T-21s, two Tutors, two Olympias and the Swallow. In addition we have two private Skylark IIs and Bill Lawson's Eagle operating here, and the Skylark III now under construction by four members will be joining us soon. It is just as well we built ourselves a good big hangar (170×70 ft.).

D.B.

SOUTHDOWN

AT the A.G.M. in January 1958 was reported as a satisfactory year, showing a continued improvement in the Club's operations. Despite the bad weather, flying figures compared with previous years were:

	1956	1957	1958
Launches	2,513	3,126	3,530
Hours	323	341	374

Aircraft serviceability had been virtually 100 per cent, due to the first-class services of our ground engineer Peter Staff, and the Club's finances were showing the right colour—just.

During the meeting, the Chairman, Morn Glassborow, gave an important change in the Club's policy. The period of consolidation at Firle had been completed, and with the second Olympia coming into service later in the year, greater emphasis would now be placed on advanced flying. Last year's experiment of hiring the Olympia to approved groups of club members for away flying during the week, at the extremely attractive inclusive hire charge of £1 a day only, had been very successful, and would be encouraged during the current year. This facility offered members the advantages of both club and syndicate flying without increasing the cost.

Flying during 1959 was off to a good start with the first thermals appearing on the 31st January. Peter Staff completed his five hours in excellent conditions of hill and thermic lift, the air lane and cloud base unfortunately limiting his climbs to under 3,000 ft. Beresford Taylor also took the opportunity to complete his C.

Our flying membership is showing a healthy increase with a welcome influx of both experienced and *ab-initio* folk. Our usual two courses in August, which this year will run for one week each from the 4th and 24th August, generally bring in two or three of the hardier souls who feel Firle is a bit of a challenge to this decadent age, and by the end of the year we hope our flying membership will stand at a round 100.

R.M.

SWANSEA

RAPID progress has been made since the formation of the Club last October. Club membership stands at some seventy-odd and the use of a first-class training field, Fairwood Aerodrome, has been obtained. We have also been able to rent some large buildings on the airfield and renovation of these is nearly complete.

Early this year, we were able to purchase two Tutor aircraft and, since 1st March, have done week-end flying using auto-tow. The construction of a V.8 engined single drum winch is now complete and we hope to begin flying regularly from Easter week-end. Work will be commenced immediately on a two-drum winch, a Packard straight eight having been purchased for conversions. Later in April we hope to take delivery of a T-31 fuselage ex-Slingsby and to convert one of the Tutors. Training of *ab-initio* pilots will then be possible.

Plans for the not too distant future include the purchase of an Olympia and the investigation of hill sites in the Black Mountain and Ammanford areas.

R.J.C.

TAUNTON VALE

If Sunday 15th March was anything to go by, there should be some good soaring weather in store for us! Although nobody got their C's, a number of members experienced their first solo soaring.

On the way up to the Instructors' Conference, Sam Tolman and two other members called in at Lasham and did some soaring. Reg Chubb, one of our heavier members, who previously had thought he would never do any soaring in our T-31, was taken to over 4,000 feet by Sam Tolman in a T-21. A number of our members have now sampled the advantages of the T-21 and are keen to see a T-21 at Dunkeswell as soon as the Club can afford it.

We still have no news about the proposed road across the airfield, but both our local M.P. and the B.G.A. are protesting on our behalf and we are pressing for the perimeter track scheme to be used.

The White Trophy for the best pupil of 1958 is to be awarded to Monty Dore, who gained the Club's first B and C certificates.

P.E.B.

WESSEX

The bold aim of the R.A.F. G.S.A. last year was: 1,000 members, 30,000 launches, 3,000 hours,nil accidents.

This gave the R.A.F. G.S.A. clubs something to think about.

The growing enthusiasm for gliding and the increase in activity as it applies to the ordinary airman in the R.A.F. G.S.A. is reflected by the following figures of launches: 1956—19,465; 1957—22,585; 1958—34,719, against a target of 30,000.

This years aim is: 2,000 members, 50,000 launches, 6,000 hours, nil accidents, for the R.A.F., G.S.A. as a whole.

Our own club managed 8,294 launches between 1st November 1957 and 31st October 1958.

The value of encouraging our hardy regulars during the winter months is shown in the following figures of launches: August, 1,027; September, 714; October, 582; November, 386; December, 222; January, 198; February, 355. This also illustrates the effect of the bad weather and the keenness of the band of hardy regulars who always turn up whatever the conditions.

The entertainments committee also make a valuable contribution in keeping the members together during the bad months. The recent party at the Star and Garter Hotel, Andover, was very enjoyable and it gave us the opportunity of meeting members from other clubs.

We could not keep going so well were it not for the efforts of C. T. Scott and his devoted band of voluntary helpers who keep the fleet of gliders and ground equipment in tip-top condition throughout the year, by working long hours in the evenings. We are all grateful to them.

Apart from the British National Gliding



Andy Gough receives from Lord Brabazon the Royal Aero Club's Bronze Medal, awarded for his British distance record and long service as a gliding instructor.

Championships and the British National Aerobatic Championships we shall also take part in the R.A.F. Inter-Command Championships—a busy year to look forward to.

The winner of the Club Novices' Trophy this year is S.A.C. McPherson—congratulations.

J.D.

YORKSHIRE

OUR absence from these pages recently does not mean that we have ceased to exist—we just forgot to post the copy! As it was all about fog and cold and rain perhaps it doesn't matter. Far from being defunct, we are doing more flying, and gaining more members than ever before. Thanks to the redoubtable Henry, the fleet is in splendid order, brightly painted and well maintained. All those little repairs get done now during the week, and we can get on with flying at week-ends.

Our ex-Sherburn retrieving car "Sputnik I" has been overhauled and is now doing duty at the Bank. This type of strong and simple vehicle is proving the answer to airfield work. We are already showing a large saving in fuel costs, and delays due to breakdowns and "bogging down" are rare. Another car, even starker and stranger is planned for the near future. Meanwhile, the mobile winch is in Leeds for conversion to two-drum solid wire operation. The V.8 15-cwt. chassis on which it lives is also having a thorough going over and will even have the luxury of brakes—usually regarded as quite unnecessary. The engine has been decoked, and lights are being fitted, with the object of being able to use the vehicle on the public roads. We have a big drive on to get all our equipment into first-class order, and to get rid of the "clapped-out" type of gear so usual in gliding.

Temporary arrangements have been made with the R.A.F. G.S.A., Leeming, for them to fly their Olympia from Sutton Bank, and it is hoped that this arrangement will be put on a permanent basis eventually.

Our popular former treasurer, Donald Sharpe, has been elected to Honorary Membership for the usual period of two years in recognition of his past valuable services to the Club. Bob Wilkin has gone and got married—we shall miss him—or perhaps his wife will let him fly now and again?

E.H.

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